

Second Series, Vol. XXVIII—No. 39

Friday, April 3, 1959
Chaitra 13, 1881 (Saka)

LOK SABHA DEBATES

(Seventh Session)



(Vol. XXVIII contains Nos. 31—40)

LOK SABHA SECRETARIAT
NEW DELHI

62 nP. (INDIA)

THREE SHILLINGS (FOREIGN)

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N.B.—The Sign. + marked above the name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA DEBATES

9493

LOK SABHA

Friday, April 3, 1959/Chaitra 13, 1881
(Saka)

The Lok Sabha met at Eleven of the Clock.

[Mr. DEPUTY-SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Contribution to Employees Provident Fund

+

- *1641. { Shri Rajendra Singh:
Shri Ram Krishan Gupta:
Shri Rameshwar Tanti:
Shrimati Ila Palchoudhuri:
Shri S. M. Banerjee:
Shri Tangamani:
Shri A. K. Gopalan:
Shri T. B. Vittal Rao:
Shri N. R. Munisamy:
Shri Naval Prabhakar:
Shri Bhakt Darshan:
Dr. Ram Subhag Singh:
Shri Hem Barua:
Shri Panigrahi:

Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No 11 on the 17th November, 1958 and state:

(a) whether the proposal to enforce the decision to enhance the rate of contribution to the Employees Provident Fund from 6½ per cent to 8½ per cent has since been finalised;

(b) if so, the industries that would be covered during the initial phase; and

(c) the total number of employees to whom the scheme would be extended?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

18 (Ai) LSD.—1.

9494

(b) and (c). Do not arise.

Shri Rajendra Singh: May I know the reasons for not finalising this scheme?

Shri Abid Ali: The first reason is that we want to cover first those who do not get provident fund at all, then the workers who get provident fund on basic wage and not on dearness allowance; and then, according to the scheme, as the hon. Members know, if this scheme is applied, the workers will be entitled to get provident fund both on basic wage and on dearness allowance.

Now, the difficulty is that if this additional burden is imposed on some of the industries, factories and establishments which are just working on marginal lines, there is likelihood of their being closed, and workers rendered unemployed and the country suffering in production. All these things are to be taken care of, before this additional burden is put on the industry.

Shri S. M. Banerjee: May I know whether it is a fact that the Labour Minister met the employers' representatives at Bombay recently and discussed this issue, and if so, what decisions were taken, and whether some of those employers have even agreed to this?

Shri Abid Ali: Yes, this meeting did take place early this year. So, all these factors were taken into consideration, and it was decided that such of the industries as could conveniently bear this additional burden should be covered.

Shri Tangamani: May I know, how many workers are now covered under the Employees Provident Fund Act

statutorily, what their contribution is, what the employers' contribution is, or in other words, what the amount actually standing in the provident fund is?

Shri Abid Ali: It is about Rs 15 lakhs, and the amount accumulated on account of provident fund should be in the neighbourhood of Rs 125 crores

Shri Hem Barua: In view of the fact that this scheme is going to be a phased programme, so far as the implementation is concerned, may I know what stands in the way of implementing this scheme in the industries which can bear the burden?

Shri Abid Ali: Yes, we are investigating that

श्री अक्षय वर्मा : माननीय मंत्री जी न बतलाया कि यह योजना अभी कुछ ही उद्योगों में लागू की गयी है। मैं जानना चाहता हूँ कि वे कौन कौन से उद्योग हैं जिनमें अब तक यह योजना लागू की गयी है ?

श्री आशिष अली : बहुत से हैं। मीमेंट सिगरेट, इलेक्ट्रिक, आइरन एंड स्टील, पेपर, टेक्सटाइल, शुगर, रबर, इलेक्ट्रिसिटी टी, प्रिंटिंग, स्टोन, पाइप्स, मैनिफेस्टरी वेयर्स इलेक्ट्रिकल, पोरसिलेन रिफ्रेक्टरी, टाइल्स बर्गरह बर्गरह ।

Shri Ram Krishan Gupta: May I know whether there is any proposal to enforce this scheme in the public sector also?

श्री आशिष अली जी हा ज़रूर ।
पब्लिक सेक्टर में तो प्रावीडेंट फंड भी जारी है ।

Shri Rameshwar Tantia: The hon Minister has said that it will be very difficult for those industries that are running on marginal lines to pay this increased provident fund contribution...

Mr Deputy-Speaker: The hon Minister remembers all right what he has said just now, therefore, the hon. Member need not repeat it, he may just ask his question

Shri Rameshwar Tantia: May I know whether Government have examined the difficulties of those industries, and if they find that they are actually in difficulties, then what will happen to those industries which are run on marginal lines?

Shri Abid Ali: We shall be covering first those industries which can conveniently bear this additional burden

Shrimati Ila Palchoudhuri: The hon. Minister is reported to have said that the housing problem is being tackled very slowly. May I know whether any attempt is being made to ask the employers to take up this housing question in a more urgent way?

Shri Abid Ali: That is quite a separate question

Shri N. R. Munisamy: May I know whether it is a fact that some of the employers have stoutly opposed the enhancement of this provident fund contribution, and if so, which type of employers have opposed it?

Shri Abid Ali: I have already explained what transpired at the meeting

Shri T. B. Vittal Rao: Last November, the hon Minister said that the question of enhancement would be taken up first in those industries where the price, production and distribution are regulated. May I know why no decision has been taken with regard to those industries?

Shri Abid Ali: First, we shall try to investigate those establishments, particularly concerning cement, sugar and steel

Shri Rajendra Singh: May I know the proportion of those industries which are in danger of losing their ground in case of implementation of this increased provident fund contribution, in relation to those industries which are willing to do it?

Shri Abid Ali: I could not hear the question.

Mr. Deputy-Speaker: He wants to know the proportion of those industries which would not be able to bear this burden, in relation to those on which this burden can be placed?

Shri Abid Ali: I have already submitted that we have to investigate the matter yet.

Mining Boards

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*1642. { **Shri S. C. Samanta.**
Shri Subodh Hanada:
Shri Ram Krishan Gupta:
Shri T. B. Vittal Rao:

Will the Minister of Labour and Employment be pleased to state:

(a) whether Mining Boards have been constituted for the States of Mysore and Andhra Pradesh;

(b) if not, when they are likely to be constituted, and

(c) the steps proposed to be taken for the constitution of these Boards in the States which have not set up the same so far?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) to (c). A Mining Board has been constituted in Andhra Pradesh but not in Mysore. The Board for Mysore is expected to be constituted shortly.

Shri S. C. Samanta: May I know why there is so much delay? The hon Minister had told us last time that information had been asked for from the Mysore Government as regards some particulars of the constitution of the Board.

Shri L. N. Mishra: Yes, there was delay in getting the particulars from the mine-owners' association. We have got the particulars, and we have asked them to nominate their representatives; and the Board will be constituted very shortly.

Shri S. C. Samanta: May I know whether any proposal to have one single Board for Mysore and Andhra Pradesh has come to Government?

Shri L. N. Mishra: No such proposal has come. Andhra Pradesh has its own Board, and Mysore will have a separate Board.

सेठ गोविन्द दास : क्या इस प्रकार के बोर्ड और राज्यों में भी बन रहे हैं या केवल आन्ध्र और मैसूर राज्यों में ही बने हैं। और अगर दूसरे राज्यों में भी बन रहे हैं तो अभी तक किन किन राज्यों में बन गये हैं और किन किन में बनने वाले हैं।

श्री ए० ना० मिश्र : उन राज्यों में जहाँ दस हजार से अधिक मजदूर खानों में काम करते हैं वे बोर्ड बनाये गये हैं। ये मध्य प्रदेश, बिहार, उड़ीसा बंगाल और राजस्थान में बनाये गये हैं।

Shri Tangamani: May I know when the first meeting of this Board which has been set up in Andhra Pradesh will take place, and what the items on the agenda are?

Shri L. N. Mishra: I want notice for that question. I cannot say off-hand when the Board will be meeting.

Shri T. B. Vittal Rao: The Act was enforced seven years ago, and the Board for Mysore has not yet been constituted. What are the special reasons for this? Apart from asking the owners, what steps have been taken to get the list from the owners? If the owners do not give the particulars, they can constitute some Board.

Shri L. N. Mishra: There has been delay. It was promulgated in 1965; so, it is not seven years ago, but only about four years back. There has been delay, the main reason is that we had not got the particulars from the mine-owners' association. We have got them now and the Board is to be constituted very shortly.

Shri T. B. Vittal Rao: May I know when the mine-owners' association of Mysore was addressed in this matter.

Shri L. N. Mishra: Some time in 1955.

Fertilizer Plant in Durgapur

+
 *1643. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri R. C. Majhi:
Shri Sadhan Gupta:
Shri H. N. Mukerjee:
Shri Muhammed Elias:
Shri Raghunath Singh:
Shri Panigrahi:
Shri Surendra Mahanty:
Shrimati Renn
Chakravartty:
Shri Hem Raj:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the proposal to set up a fertilizer plant at Durgapur has since been finalised;

(b) whether the West Bengal Government have made any recommendations in the matter;

(c) if so, whether the plant is being set up in the public sector or in the private sector;

(d) in case it is being set up in the private sector who are the parties concerned;

(e) the capital outlay of the plant, and

(f) the time by which the construction is expected to be started?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). The West Bengal Government have made a proposal for the establishment of a fertilizer factory in Durgapur. The proposal will be considered along with other suitable sites when additional fertilizer factories are planned.

(c) to (f) These details are yet to be settled.

Shri Subodh Hansda: May I know whether it is a fact that the Chief

Minister of West Bengal has consulted a foreign firm to set up this plant at Durgapur?

Shri Satish Chandra: The Chief Minister of West Bengal wanted to consult some foreign firm. They have written to us that they want to engage a technical consultant for making a project report, and we have said that we have no objection in principle to the proposal. The location will be considered only when other fertiliser factories are planned.

Shri Subodh Hansda: May I know who will bear the expenses for setting up this plant?

Shri Satish Chandra: The West Bengal Government have said that they want to be the majority shareholders in the company, but private participation is not completely ruled out by them; it is for them to decide.

Shri Panigrahi: May I know whether the Chief Minister of West Bengal took the permission of the Government of India when negotiating with the foreign firms for establishing this fertiliser factory?

Shri Satish Chandra: The West Bengal Government have written to us that they want to consult or engage a firm of foreign consultants to make out a project report.

Shri S. C. Samanta: May I know whether by the time the decision on the location is taken, the plant and equipment can be manufactured in our country?

Shri Satish Chandra: Continuous effort is being made to manufacture as much of the equipment as possible in India. In fact, some of the equipment is being manufactured, and the Sindri Fertiliser Company, has taken a contract to fabricate part of the Rourkela plant. With the installation of the heavy machinery projects, it would be possible to manufacture more of the fertiliser equipment within the country.

Shri Sadhan Gupta: May I know which are the other sites which are

being examined, in view of which the proposal to set up the fertiliser plant at Durgapur has been abandoned?

Shri Satish Chandra: There are four or five specific sites which we have in mind at the moment Vijayawada, Itarsi, one in Rajasthan and Durgapur. But the technical committee that has been appointed to recommend the locations of these fertiliser factories can take other sites also into account when it considers suitability from the point of view of availability of raw materials, cost of production etc.

Shri Supakar: Is it not a fact that this proposed fertiliser plant at Durgapur has something to do with the surplus gas from the steel plant, and if so, why has this proposal not matured before the Durgapur plant comes into operation?

Shri Satish Chandra: The proposal has nothing to do with the gases of the steel plant. The steel plant at Durgapur will be producing some by-product of ammonia as is being done by other steel plants except the Rourkela plant where the L.D. process is adopted and much larger quantities of gases are available. The scheme of the West Bengal Government is based on the gases available from their own coke ovens set up recently.

Shri Thirumala Rao: With regard to the answer to part (c) of the question, may I know if any other State Governments have requested for permission to start fertiliser factories in the private sector, and if so, is Andhra one of them?

Shri Satish Chandra: A vague proposal had come from the Andhra Government some time ago. Now another communication containing a proposal to set up a fertiliser factory in collaboration with a private party has been reviewed recently. That also will be considered by the technical committee which has now been set up.

Shri Venkatasubbalah: May I know if, apart from permission to negotiate with foreign firms, any financial aid has been sought by the State Govern-

ments for starting the fertilisers, particularly by Andhra and West Bengal?

Shri Satish Chandra: The question relates to the Durgapur factory only.

Shri Braj Raj Singh: May I know whether it is a fact that the Chief Minister of West Bengal, when out on a foreign tour some months back, had already consulted some foreign firms about this factory, and the Government of India's permission was sought only afterwards?

Shri Satish Chandra: There is nothing unusual in a State or a Chief Minister of a State consulting some individuals over the possibility of establishing of a plant, but they have come to us now for permission to engage a firm of technical consultants to draw up a project report.

Shri Braj Raj Singh: I only wanted to know whether it was a fact or not.

Shri Satish Chandra: These talks go on from time to time.

Shri Jadhav: May I know whether the Bombay Government has requested to have a plant at Karad?

Shri Satish Chandra: Karad is far away from Durgapur. I am answering questions only on Durgapur.

Manufacture of Watches

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*1644. { **Shri Ram Krishan Gupta:**
Sardar Iqbal Singh:
Shri Daljit Singh:
Shri Subbiah Ambalam:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government is considering a scheme to manufacture watches in India; and

(b) if so, at what stage the scheme is at present?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). Yes, Sir. The schemes are under consideration.

Shri Ram Krishan Gupta: May I know whether the Swiss Government has made any offer for this scheme; if so, may I know the details?

Shri Manubhai Shah: No Government has made any offer. There are offers of collaboration from industries in different countries with industrialists in India to set up watch-manufacturing plants.

Shri Ram Krishan Gupta: May I know whether there is any proposal to set up this factory in the public sector?

Shri Manubhai Shah: Not at present. We have received 15 schemes from different industrialists in India with competent and good foreign technical collaboration, and those schemes are under consideration.

श्री ए० सु० तारिक : मे यह जानना चाहता हूँ कि जब हिन्दुस्तान में घड़ियां बनाने का काम शुरू हो जायगा, तो उसके लिए कौन सी जगह मुत्तखिब की गई है।

(میں یہ جاننا چاہتا ہوں کہ جب ہندوستان میں گھڑیاں بنانے کا کام شروع ہو جائے گا تو اس کے لئے کون سی جگہ منتخب کی گئی ہے۔)

उपाध्यक्ष महोदय : यह उमी वक्त देख लेंगे।

श्री मनुभाई शाह : वह इस वक्त मुत्तखिब नहीं होती है। वह उमी वक्त पसन्द की जायगी।

श्री ए० ला० द्विवेदी : मैं यह जानना चाहता हूँ कि जब हिन्दुस्तान में घड़ियां नहीं बनती हैं और सरकार ने घड़ियों का आयात बिल्कुल बन्द कर रखा है, तो क्या उससे स्मगलिंग को प्रोत्साहन नहीं मिल रहा है और कितने लाख आदमियों के रोजगार को नुकसान हुआ है।

श्री मनुभाई शाह : सवाल यह है कि इस धुस्क को घड़ियां बनानी होंगी और जल्दी

से जल्दी बनानी होंगी और जब तक कारेन एक्सचेंज हमारे पास नहीं है, तब तक ऐसी बहुत सी चीजें हैं, जिन को रोकना पड़ता है और उस में घड़ियां आ जाती हैं। उन को रोकने से फायदा ही है, क्योंकि इस से हिन्दुस्तान में घड़ियों की बनावट जल्दी से जल्दी शुरू हो जायगी।

श्री ए० ला० द्विवेदी : मैं ने स्मगलिंग के बारे में पूछा था लेकिन उस का जवाब नहीं दिया गया है।

उपाध्यक्ष महोदय : सेठ गोबिन्द दास।

सेठ गोबिन्द दास : धर्मी मंत्री जी ने कहा कि कई औद्योगिक कम्पनियों ने इस सम्बन्ध में लिखा है। क्या एक ही फैक्टरी आरम्भ में बनाई जायगी या एक से अधिक बनाई जायेंगी और कब तक यह भाषा की जा सकती है कि एक या एक से अधिक फैक्टरियां काम करना शुरू कर देगी ?

श्री मनुभाई शाह : फ़िनहल तो क्याल यह है कि पाच से छः तक फैक्टरियां लगाई जायेंगी, क्योंकि हिन्दुस्तान की जरूरत काफ़ी है और यह भी भाषा है कि इस साल के अन्दर ही उस की सारी तैयारियां शुरू हो जायेंगी और दो तीन साल में प्लान्ट बन जायेंगे।

श्री स्वांगी : मैं यह दरयाफ्त करना चाहता हूँ कि जब तक घड़ियों का आना बन्द रहेगा, क्या उस वक्त तक मरम्मत के लिये पुरानी घड़ियों के पुरजे इम्पोर्ट करने की इजाजत दी जायगी या वे भी बन्द रहेंगे।

श्री मनुभाई शाह : वह दी गई है। Spare parts of the watches are allowed to be imported. जहाँ तक स्केसिटी का ताल्लुक है, कनज्यूमर गुड्स की इम्पोर्ट कारेन एक्सचेंज की कमी की वजह से बन्द करनी पड़ती है। इसके परिणाम स्वरूप स्मगलिंग बगैरह होती है। उस को प्रिबेंट करने के लिए काफ़ी कोशिश की जाती है।

Shri Subbiah Ambalam: In answer to a supplementary last time on the 10th February, the hon. Minister stated that he had received about 12 proposals out of which three were very attractive, and that he had called the parties for negotiations in the third week of that month. May I know when the negotiations are likely to be finalised and how many units are likely to set up in this country?

Shri Manubhai Shah: That is what I said earlier that previously we had received 12 proposals; now they have gone up 15, and instead of three being attractive, more than five or six are attractive. We are having continuous negotiations with the foreign collaborators of the Indian parties, and very soon some of the proposals are likely to be finalised.

Shri Daljit Singh: May I know whether any agreement has been reached with the Swiss delegation which visited India recently in this regard?

Shri Manubhai Shah: As far as Switzerland is concerned, the House is aware that the Swiss law seems to be that without the permission of the Swiss Parliament, no Swiss industrialist can collaborate with any foreign country to set up a factory there, but recently a Swiss delegation came here, and they have promised to reconsider the matter as far as India is concerned. But I can assure the House that we are not dependant on only the collaboration of our particular country. We have received offers of collaboration from all over the world, and we are hopeful of establishing this industry as early as possible.

Shri Sadhan Gupta: May I know which are the countries proposed as collaborators in the 15 schemes, and particularly in the five or six attractive schemes?

Shri Manubhai Shah: There are scheme from East Germany, Japan, America, France, Italy and some other countries.

Mr. Deputy-Speaker: Next question.

Shri M. L. Dwivedi: One small question. It is an important question.

Mr. Deputy-Speaker: I am sorry. I have passed on to the next question.

Workers Participation in Management

*1645. **Pandit D. N. Tiwary:** Will the Minister of Labour and Employment be pleased to state:

(a) whether he had a discussion about industrial relations, particularly the scheme for workers participation in management, with Mr. George C. Lodge, Assistant Secretary, U. S. Department of Labour;

(b) if so, whether any new approach and methods were discussed; and

(c) whether Mr. Lodge had come to India on the invitation of Government?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). Discussions held were of a general nature about labour matters.

(c) Yes.

Pandit D. N. Tiwary: May I know whether Mr. Lodge narrated his experience of labour participation in the management of factories, and whether he also said in what way in America labour participated in the management?

Shri L. N. Mishra: The subject of labour participation in management was not particularly discussed with him. Many other matters were discussed. I do not think we have much to learn from America so far as workers' participation in management is concerned.

Shri Tyagi: Does the idea of workers' participation in management also include their participation and partnership in profits and losses occurring to the respective industrial houses?

Shri L. N. Mishra: We have not so far evolved a scheme about that

Pandit D. N. Tiwary: May I know whether in the narration of his experience about the labour movement in America, he pointed out in what way it differs from the labour movement here?

Shri L. N. Mishra: This thing was not discussed. But they have their own labour movement, we have our own trade union movement.

Shri Tangamani: In the 15th Indian Labour Conference held in July 1957, it was decided that labour participation would take place in 50 units. In how many units is there labour participation, and of these, how many are in the public sector?

Shri L. N. Mishra: So far we have covered 18 units and we propose to cover shortly 19 units, and out of them, five to six are in the public sector.

Shri S. M. Banerjee: What will be the method of introducing this scheme in those industrial units where more than one union exists? Have Government taken a decision to have ballots to ascertain the representative character of the unions?

Shri L. N. Mishra: I will draw the attention of the hon. Member to the decisions of the Seminar. We want to give preference only to those units where there is cordial relation among the trade unions. Where there is difference of opinion and want of cordiality, we will try to avoid those units.

Shri Hem Barua: May I know whether workers' participation in management, as we understand it, is an aspect of U.S. industrial life? If not, why is that Mr. Lodge was consulted on things that do not exist in his country?

Shri L. N. Mishra: He did not come for discussing workers' participation in management. As a matter of fact, he was a government delegate to the last session of I.L.O. We had some

discussion about the trade union movement. He wanted to come to India and we invited him.

Shri Braj Raj Singh: May I know whether any such Secretary of Labour was ever invited from either China or Russia in connection with labour partnership in management?

Shri L. N. Mishra: No, they were not.

Shri Vasudevan Nair: It was stated that a number of subjects were discussed with Mr. Lodge. May I know what were the most important subjects discussed with him?

Shri L. N. Mishra: The hon. Member is under a misapprehension. Mr. Lodge came for a study tour, to study the working of the labour movement, in particular in the public sector. Here in India, he devoted most of his time in going round the steel plants and having a look at the working of the welfare measures. So far as discussions were concerned, he met the Labour Minister, Deputy Minister and officials. The discussions were of a general nature.

Shri Oza: Is it a fact that some trade unions have expressed their inability to participate in management? If so, what is their number?

Shri L. N. Mishra: So far no trade union has expressed its inability to participate in this

Rabindra Nath Tagore's Lecture

*1648. **Shri Bibhuti Mishra:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Prime Minister of German Democratic Republic, Dr. Grotewohl has presented a tape recorded lecture given by Shri Rabindranath Tagore at the Berlin University in 1929; and

(b) if so, whether Government contemplate to publish the lecture in a book form for the general interest of the Indian public?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). During his recent visit to India, Mr. Grotewohl presented to the Prime Minister a copy of a record with the concluding portion of a speech delivered by Shri Rabindranath Tagore in the Assembly Hall of Berlin University on 1st June, 1921.

Later, the Prime Minister sent the record to the Vishvabharati University at Santiniketan. Copies of the record have been made and are kept at the headquarters of the All India Radio.

The record gives only a small part of the speech. It is not long enough to be issued in book form. It has, I think, already been published in some daily newspapers.

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि विभिन्न क्षेत्रीय भाषाओं में उसको छपवा करके बाटने के लिए सरकार ने क्या इतिजाम किया है ?

श्री सादत अली खान : यह बात सोचने की है ।

श्री विभूति मिश्र : इतने दिन हो गये हैं क्या इस पर अभी तक सरकार सोच ही नहीं पाई है ? मैं जानना चाहता हूँ कि कब तक सरकार इसको सोच पायेगी ?

श्री सादत अली खान : विश्व भारती के जो लोग हैं यह उनके गौर करने का मसला है । ये रिकार्ड मैंने ब्रज किया है कि उन्हीं के पास है ।

Shri D. C. Sharma: May I know if similar tape records of the speeches of Shri Rabindranath Tagore at other places in other countries which he visited have been kept? If so, have Government made any efforts to get them from those countries?

Shri Sadath Ali Khan: We have no information. I require notice.

Shri Sadhan Gupta: What was the subject on which the lecture was

delivered in the University and which was tape recorded?

Shri Sadath Ali Khan: The subject generally dealt with the country's past, values of life in India, its philosophy and cultural background.

श्री विभूति मिश्र : पार्लियामेंटो सैक्रेटरी साहब ने बताया कि जर्मन डेमोक्रेटिक रिपब्लिक के प्राइम मिनिस्टर ने इस रिकार्ड को हमारे प्राइम मिनिस्टर साहब को दिया और प्राइम मिनिस्टर साहब ने विश्व भारती में इसको रख दिया । मैं पूछना चाहता हूँ कि जब यह प्राइम मिनिस्टर साहब को दिया गया तो हिन्दुस्तान के लाभ के लिए दिया गया और प्राइम मिनिस्टर ने इसको विभिन्न क्षेत्रीय भाषाओं में छपवा कर बाटने की कोशिश की है या नहीं की है, क्या इस तरह की चीजों को हमारी सरकार सोचती है या नहीं सोचती है ?

श्री सादत अली खान : ग्रान्जेशन मेंबर ने जो कुछ फरमाया है, इसको मैं प्राइम मिनिस्टर तक पहुँचा दूँगा ।

Raid by Dacoits from Pakistan

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*1649. { Shri Pangarkar:
Shri Raghunath Singh:
Shri D. C. Sharma:

Will the Prime Minister be pleased to state:

(a) whether it is a fact that some dacoits crossing the border villages in Bikaner and Jodhpur districts entered from Pakistan into India and killed two persons on 21st January, 1959; and

(b) if so, the steps taken by the Government in the matter?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) No one was killed but two Indian nationals were kidnapped from the border villages of Bikaner and Jodhpur Districts of Rajasthan by dacoits from across the Pakistan border on 21st January, 1959.

(b) The Government of Pakistan as well as the local authorities have been approached to apprehend the dacoits and to return the kidnapped Indian nationals

Shri Pangarkar: May I know whether any other incidents of dacoity have occurred on the Indo-Pakistan border during the first quarter of 1959?

Shri Sadath Ali Khan: I require notice

Shri Raghunath Singh: May I know where these persons are at present, and whether our High Commission in Karachi has taken any steps to get them released?

Shri Sadath Ali Khan: The kidnapped persons are still in Pakistan. On 12th February, 1959, the Indian High Commission, Karachi, brought the matter to the notice of the Government of Pakistan and asked that necessary directions should be given to the local authorities. No reply has so far been received.

Shri Pangarkar: Have the Central Government received any reports recently from the Rajasthan Government regarding protection given by Pakistan to certain gangs of dacoits from India?

Shri Sadath Ali Khan: As far as I know, no

Shri D. C. Sharma: May I know how far these border villages are from the boundary of Pakistan and whether no arrangements have been made for the protection of the life and property of these border villagers with the result that dacoits can walk into those places and kidnap Indian nationals?

Shri Sadath Ali Khan: In these border stretches of desert, prevention and effective control of such incidents depend largely on the effective co-operation of the police authorities of both sides. Unfortunately, in many cases, this is not forthcoming from the other side. That is why these dacoities take place

Shri Harish Chandra Mathur: Jodhpur district is not on the border

of Pakistan. If the information is correct that somebody was kidnapped from Jodhpur district, then the invaders must have come in about 50—60 miles inside Indian territory. Will the hon. Minister give the correct information?

Shri Sadath Ali Khan: No, Sir. According to a detailed report from the Government of Rajasthan, on 21st January, 1959, "Bijay Singh, an Indian dacoit, who has been taking shelter in Pakistan, accompanied by a Pakistan accomplice, kidnapped two Indian nationals. The dacoits were fully armed" and so on and so forth. But they did not go 60 miles inside. It was on the border.

Shri Harish Chandra Mathur: It is not on the border, Sir.

Mr. Deputy-Speaker: We cannot enter into an argument for a decision here. **Shri Raghunath Singh**

Shri Raghunath Singh: From time to time we are exchanging prisoners. May I know whether these people will also be exchanged?

Shri Sadath Ali Khan: According to Press reports 5 Pakistanis and 7 Indian dacoits were exchanged between the Indian and Pakistani police authorities at one of their periodical meetings. The Rajasthan Government have been asked to furnish details about the reported exchange.

Shri Hem Barua: May I know whether any tangible attempts were made to apprehend these dacoits, and may I also know what is the time lag between the incident and the communication that we made to Pakistan over this question?

Shri Sadath Ali Khan: The police authorities took action at once; and as soon as they took action, we informed the Government of Pakistan.

श्री बाबूदेवी : क्या यह सच है कि राज्य सरकार ने ऐसे की कमी के कारण इतनी बड़ी सीमा की रक्षा करने में अपनी असमर्थता

बकट की है और यह सुझाव रखा है कि सीमा की रक्षा का जिम्मा केन्द्रीय सरकार को ले लेना चाहिये ?

श्री सादत अली खां : मैं इस का जवाब नहीं दे सकता । मुझे पता नहीं है ।

Shri Tyagi: Have any suitable steps been taken to arm the villagers on the borders of Pakistan with a view to enabling them to protect themselves against the dacoits?

Shri Sadath Ali Khan: In the normal course, the police protect the villagers there. I am not sure whether any steps have been taken to arm the villagers there.

Shri Tyagi: Once it was the policy

Mr. Deputy-Speaker: I have called Mr. Tariq

श्री प्र० मु० तारिक : सीजफायर लाइन से उस पार के पाकिस्तानी इलाके से डाकू पूब की तरफ मे कश्मीर में दाखिल होते हैं और डाके मार कर चले जाते हैं । मैं यह जानना चाहता हू कि उन के बारे में हुकूमत ने क्या प्रकदाम लिये हैं ?

(سولٹر فائر لائن سے اس پار کے پاکستانی علاقے سے ڈاکو پونچ کی طرف سے کشمیر میں داخل ہوتے ہیں اور ڈاکے مار کر چلے جاتے ہیں - میں یہ جاننا چاہتا ہوں کہ ان کے بارے میں حکومت نے کیا اقدام لئے ہیں -)

उपाध्यक्ष महोदय : आज इस बात का फैसला कर लें क्योंकि यह जोधपुर का मामला है । कश्मीर का किमी और बकल किया जा सकता है ।

Shri Tyagi: I want to know why the border villages have not been properly armed in order to enable them to put up self-defence against the raiders from Pakistan.

Mr. Deputy-Speaker: This is a broad question to be dealt with in the Question Hour.

Shri Harish Chandra Mathur: May I know to what extent and in what manner the Central Government shares the responsibility with the Rajasthan Government in this matter and what has happened to the scheme which was submitted to the Central Government for reinforcing the border police?

Shri Sadath Ali Khan: I would like to have notice

Shri Sadhan Gupta: I want to know how the Minister reconciles the two answers. He has said that Indian nationals have been kidnapped from Jodhpur district and yet he says that they did not cross 50 or 60 miles into Jodhpur district. Otherwise, they could not have raided the Jodhpur district.

Mr. Deputy-Speaker: That will be entering into an argument.

Shri Sadhan Gupta: It is not an argument, Sir.

Mr. Deputy-Speaker: The Minister has given the information he had. The hon. Member is telling that this is not correct. That can be done at some other time.

Shri Sadhan Gupta: One must be correct, either the border area or Jodhpur. Which is correct?

Mr. Deputy-Speaker: If the answer is incorrect some other opportunity may be taken after satisfying himself.

श्री भक्त दर्शन : मैं यह जानना चाहता हू कि जो दो भारतीय नागरिक डाकुओं के द्वारा पाकिस्तान ले जाये गये वे पुरुष थे या स्त्री, और वे किस कारण ले जाये गये, रुपये के कारण या किमी और बजह से ?

उपाध्यक्ष महोदय : दोनों हालतों में तस्वीश तो उतनी ही है । इस बात का निर्णय करने की क्या जरूरत है ?

Shri Tyagi: There was once a scheme under the consideration of Government to establish a Border Auxiliary Police to help the border

police in the matter of dealing with such raids I wonder what progress has that scheme made?

Shri Sadath Ali Khan: I want notice

Sindri Fertilizers and Chemicals (Private) Ltd.

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*1650. { **Shri Aurobindo Ghosal:**
 Shri Prabhat Kar:

Will the Minister of Commerce and Industry be pleased to state.

(a) whether it is a fact that the technical assistance from the U.S.S.R. through the United Nations Technical Assistance Administration in the form of supply of apparatus and equipment, training of personnel and expert assistance are being received by Government for the Sindri Fertilizers and Chemicals (Private) Ltd.,

(b) if so, whether in pursuance of the same a Russian expert came to Sindri for inspection and assessment, and

(c) if so, whether he has submitted any report?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir

(b) Yes, Sir

(c) Yes, Sir

Shri Aurobindo Ghosal: May I know when the report was submitted, when action was taken and when they expect to finish the work?

Shri Satish Chandra: The expert from the U.S.S.R. visited India only in the months of October, November and December, 1958. The report has come very recently and is under consideration by the Sindri Board of Management.

Shri Aurobindo Ghosal: May I know whether the steps for erecting buildings for housing the various laboratories etc. have been taken up?

Shri Satish Chandra: That is already under consideration.

Shri Prabhat Kar: How long will it take to consider the report?

Shri Satish Chandra: The report has been received. The details are under consideration, negotiations are already going on between the United Nations Technical Assistance Administration and the U.S.S.R. for the supply of the equipment that is needed to expand those facilities.

Naval Agreement with Indonesia

1652. **Shri Keshava:** Will the Prime Minister be pleased to state

(a) whether any naval agreement has been arrived at between India and Indonesia,

(b) what are the details, if any, and

(c) the period of the agreement?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes, Sir

(b) The substance of the agreement was given out in a Press note issued by the Ministry of Defence after the main agreement was signed on December 3, 1958. A copy of the Press Note is laid on the Table [See Appendix VI, annexure No 20]. Some matters of detail are still under negotiation.

(c) Five years in the first instance.

Shri Keshava: May we know if since the Agreement any selected personnel from Indonesia have come here for training?

Shri Sadath Ali Khan: The ancillary measures have still to be negotiated; and, I think, it is too early to say anything.

Shri Raghunath Singh: May I know whether any foreign exchange is involved in this? How do we meet the expenses of the naval exercises?

Shri Sadath Ali Khan: In concluding the Agreement, care was taken to assure the Government that we are not committed to incurring unnece-

sary additional expenditure in foreign exchange.

Shri D. C. Sharma: May I know if this agreement between India and Indonesia is with reference to any kind of mutual defence or is with reference only to items of exchange so far as training of personnel is concerned?

Shri Sadath Ali Khan: The agreement does not include activities in the operational field. As the hon. Member said, it will be only exchange of officers.

Shri Tangamani: As per the agreement it is for 5 years. May I know when the combined naval training exercises will be held?

Shri Sadath Ali Khan: It is too premature to say anything about that.

Shri Tangamani: May I know whether anything will be done this year, 1959-60?

Shri Sadath Ali Khan: I cannot say

Shri Raghunath Singh: May I know whether the operational exercises will take place by the joint navies?

Shri Sadath Ali Khan: No provision has been made for any operational exercises.

Shri Hem Barua: The agreement provides for the attachment of officers to respective navies. May I know what benefit is likely to accrue from this attachment of officers to the different navies?

Shri Sadath Ali Khan: Mutual understanding, co-operation, friendship, and all kinds of benefits.

Shrimati Manjula Devi: May I know whether any such naval agreements have been arrived at with other nations as well?

Shri Sadath Ali Khan: I cannot answer that question offhand

Business Management

*1654. **Shri Siddananajappa:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any scheme for training Small Industrialists and their

executives in Business Management; and

(b) if so, what are the details of the scheme?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement is laid on the Table of the House. [See Appendix VI, annexure No 21.]

Shri Siddananajappa: May I know whether any examination is held at the end of the course? And, if so, is any certificate given to the trainees?

Shri Manubhai Shah: Broadly speaking, there are both written and oral examinations, but not anything like a statutory examination. And, about 1021 people have been given the necessary certificates.

Shri Ajit Singh: May I know the location of the training centres where these small industrialists and their executive will be trained?

Shri Manubhai Shah: The places are many. With your permission I am reading the names. They are Ludhiana, Trichur, Madras, Kundra, Rajkot, Gwalior, Indore, Jabbalpur, Hubli, Nagpur, Kolhapur and Surat; and there are many other places also.

Shri Damani: May I know whether this training will be given only to those persons who have received some kind of assistance from the National Industries Scheme or whether all people will be allowed to participate in the training?

Shri Manubhai Shah: There are three categories. One is for the officers of the various State Governments and the Central Government under the organisation of the Development Commission of the Small Scale Industries; secondly, those who are small entrepreneurs and who are assisted from the National Small Industries Corporation of India and thirdly people from the general small industrialists all over the country.

Shri Harish Chandra Mathur: Why cannot we have this training in each

State, now that we have the institutes established everywhere?

Shri Manubhai Shah: That is already there. These are the centres over and above the 14 national institutes. These service institutes are already instructed to have training facilities not only for business management covered by this question but other technical matters also.

Shri Tangamani: May I know whether there are other extension centres besides Trichur, Coimbatore and Bhavnagar where these courses are given and if so what are these centres?

Shri Manubhai Shah: I gave the names of these centres. There are centres for blueprint reading and heat treatment classes; there are centres for footwear training and there are also centres for training of officers of the co-operative and industries departments.

Shri Tangamani: I did not mean long courses; there are extension courses of short duration.

Shri Manubhai Shah: These are all short courses of three or four months' duration; none of them are long.

Shri Tangamani: I would like to know whether there are other centres than the Coimbatore and the two other centres mentioned in the statement?

Shri Ram Krishan Gupta: May I know the nature of the procedure to be followed for selection of candidates for this?

Shri Manubhai Shah: The State Director of Industries selects the small entrepreneurs on their applications. As far as the officers of the State Government are concerned, they are interviewed by the Development Commissioner. Regarding those who are getting assistance from the National Small Industries Corporation, these entrepreneurs apply to the various directors of the institute and they are generally selected.

Export of Iron Ore

*1635. **Shri Panigrahi:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether there has been any agreement between the State Trading Corporation of India (Private) Ltd. and the Orissa Government for exporting 1,50,000 tons of iron ore from Orissa through Paradip Port in 1959-60 period; and

(b) if so, whether the State Trading Corporation of India (Private) Ltd. has submitted any scheme requiring assistances for developing facilities of transport in order to fulfil this target of export?

The Minister of Commerce (Shri Kanungo): (a) No, Sir.

(b) The question does not arise.

Shri Panigrahi: May I know whether the STC has any agreement with the Orissa Government for export of 50,000 tons of ore through Paradip port in 1958-59?

Shri Kanungo: The STC has been arranging with the Orissa Government for the purchase of as much of iron ore as can be shipped from Paradip.

Shri Panigrahi: May I know the amount of iron ore which has been purchased by the STC and exported through Paradip so far?

Shri Kanungo: 23,000 tons have been shipped and it is expected that before the close of the season another 10,000 tons will be shipped.

Shri Panigrahi: May I know whether the STC has purchased this from the Orissa Mining Corporation or from other mine-owners and if so how much has been purchased from the Orissa Mining Corporation?

Shri Kanungo: The ores are made available on board the ship by the Government of Orissa and the payment is made to the Government of Orissa; for the purchase of the

material, the Government of Orissa is responsible.

Shri C. D. Pande: What is the significance or advisability of bringing in Orissa Government in between the producer of the ore and the STC?

Shri Kanungo: The Orissa Government has got a corporation for the development of mining. They produce ores and they are also free to purchase ores if and when required.

Shri C. D. Pande: Does it not increase the price of ore?

Shri Kanungo: No, Sir

Shri S. C. Samanta: Is it not a fact that a Japanese delegation came to Orissa about this iron ore and some help was offered about the transport facilities to Paradip? If so what has been done in the matter?

Shri Kanungo: Yes, Sir. One Japanese firm were particularly interested in the ore from this region and offered certain facilities. But at the present moment, the Government thought that priority has to be given to movement from Rourkela because the quantity will be much more and facilities could be provided cheaper.

Shri Panigrahi: The hon. Minister has stated that the Government of Orissa has formed the Orissa Mining Corporation for the export of iron ore. May I know whether it is within the information of the hon. Minister that the STC has purchased so much quantity of iron ore from the Orissa Mining Corporation?

Shri Kanungo: The Corporation is formed not for exporting the ore but it is for raising the ores from the mines.

Shri Panigrahi: How much has that Corporation produced?

Shri Kanungo: I have not got the break-up. 23,000 tons had been shipped by the Government of Orissa. How much of it came from the Corporation and how much from other mines—we have not that information.

Paper Mill in Madras State

*1657. **Shri Subbiah Ambalam:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that there is a proposal to start a paper mill in Madras State with Japanese collaboration; and

(b) if so, what are the details of the proposal?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) There is such a proposal received from one party for a small paper mills of five tons per day capacity. The proposal is under consideration.

Shri Subbiah Ambalam: May I know whether the negotiations with the Japanese collaborators are finalised and if so when this proposed factory is likely to be started?

Shri Manubhai Shah: The negotiations are more or less finalised. A few details are to be submitted by the Japanese consultants. It should not take too long a time.

Shri Subbiah Ambalam: May I know whether the proposed factory is likely to be in the private sector or in the public sector?

Shri Manubhai Shah: It is a private sector factory with a capacity of five tons per day. It is a small plant.

Shri Narasimhan: May I know where the private party had offered to locate the factory?

Shri Manubhai Shah: So far he has not exactly clearly indicated but it is somewhere near Coimbatore—Udumalpet.

श्री जगत बर्मान : प्रमो माननीय मंत्री ने बताया कि यह कारखाना एक छोटे परिमाण का कारखाना होगा तो फिर मैं यह जानना चाहता हूँ कि इस बात की क्या आवश्यकता है कि किसी विदेशी संस्था के साथ में या किसी फैक्टरी के साथ में बातचीत की जाय ? क्या भारत में उसके लिये पूरा धन नहीं मिल रहा है या व्यक्ति नहीं है ?

श्री मनुभाई शाह : यह मशीनरी सप्लाई का मामला है, टेक्निकल कोलैबोरेशन का नहीं है। अभी भारत के अन्दर पेपर तैयार करने के लिये जो मशीनरी चाहिये वह बड़े पैमाने पर नहीं तैयार हो रही है। छोटे छोटे प्लांट्स चलबत्ता यहाँ पर बन रहे हैं और लोग कोशिश कर रहे हैं कि अगले दो, तीन सालों के अन्दर इजीनियरिंग की ऐसी फैक्टरियां लगाई जायें जिनसे कि बड़े प्लांट्स भी बने और छोटे प्लांट्स भी बने। ऐसी दो स्कीमें इस समय हमारे सामने विचाराधीन हैं।

Shri Achar: What is the capacity? What is the contemplated production?

Shri Manubhai Shah: Five tons per day.

Shri Tangamani: May I know whether the Government has seen a Press report that this paper mill will be started in Salem District? Does it refer to this mill which the hon. Minister has said or is there any other proposal for a second paper mill in Salem District?

Shri Manubhai Shah: It is for a much bigger rayon grade pulp mill for which we have invited a special Japanese team to see whether from the available raw materials in the country in the forest areas of Nilgiris, Nilambur and elsewhere we can manufacture rayon grade pulp and paper. That is the team to which the hon. Member is referring.

क्रिकेट मैचों के आखों देखे हाल का प्रसारण

*१६५८. श्री भक्त दर्शन: क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अभी हाल में भारत के विभिन्न नगरों में भारत और वेस्ट इंडीज के बीच खेले गये क्रिकेट मैचों के आखों देखे हाल का प्रसारण आकाशवाणी से केवल अंग्रेजी में किया गया।

(ख) यदि हाँ, तो क्या सरकार से इस आशय की मांग की गई है कि भविष्य में इस प्रकार के आखों देखे हाल का प्रसारण हिन्दी के साथ-साथ अन्य प्रादेशिक भाषाओं में भी किया जाये, और

(ग) यदि हाँ, तो इस मांग पर क्या निर्णय किया गया है ?

सूचना और प्रसारण मंत्री (डा० केशकर) : (क) और (ख). जी, हाँ।

(ग) पहिले भी हिन्दी तथा देश की दूसरी भाषाओं में क्रिकेट मैचों के आखों देखे हाल को सुनाने की कोशिश की जा चुकी है, लेकिन वह सफल नहीं हुई। फिर भी इस विषय पर फिर से विचार किया जा रहा है।

Shri Sampath: May we have the answer in English also?

The Minister of Information and Broadcasting (Dr. Keshkar): (a) and (b) Yes, Sir.

(c) Commentaries in Hindi and other regional languages have been attempted in the past but they were not successful. However, the matter is again being examined.

श्री भक्त दर्शन श्रीमान्, क्या यह सत्य है कि केवल क्रिकेट मैचों का ही नहीं बल्कि जितने और भी दूसरे समारोह होते हैं जैसे ओलम्पिक गेम्स या अभी हाल में एक बड़ी कुदती दिल्ली में हुई थी उन सब की भी घोषणाएं अंग्रेजी में की जानी रही और जितने भारतीय श्रोता थे हिन्दी के जानने वाले और जो कि अंग्रेजी नहीं जानते थे उनको इसमें बड़ा कठिनाई हुई और क्या इस सम्बन्ध में कोई ऐसी व्यवस्था करने का विचार किया जा रहा है जिससे कि भविष्य में ऐसी कठिनाई उनको महसूस न हो ?

सूचना और प्रसारण मंत्री के सहायक

(श्री डा० बा० जोशी) : यह सवाल इस प्रश्न से नहीं उठता है। The question relates to the cricket matches.

श्री अरुण बसंत : उपाध्यक्ष महोदय, मैं इस पर आपकी व्यवस्था (कमिशन) चाहता हूँ।

Mr. Deputy-Speaker: Today the only question was about the commentaries on cricket matches. He wants to have fresh notice if commentaries of other events are to enquired into.

श्री बाजपेयी : प्रश्नी कहा गया कि क्रिकेट मैचों के सम्बन्ध में हिन्दी और अन्य भारतीय भाषाओं में जो कमेंटरीज की गई वह सफल नहीं हुई। मैं यह जानना चाहता हूँ कि इनके सफल न होने का कारण क्या है? क्या वह बोलने वाले की गलती से सफल नहीं हुई या मैच सफल नहीं हुए या सुनने वाले ठीक तरीके से नहीं सुन सके।

श्री आ० चं० जोशी : जो कमेंटरिया की गयी उनमें कमिया थी, और साथ ही साथ क्रिकेट की जो शब्दावली है वह इतरनेशनल है और वह अंग्रेजी में है। उसको भी हिन्दी में अनुवाद करने की मुश्किलता है।

Shri Hem Barua: In view of the fact that cricket is an English game, may I know whether that is one of the reasons for adopting English language for commentaries?

Mr Deputy-Speaker: That he has answered.

Shri Joachim Adva: If the commentaries are being continued in English language, may I know why the services of one of India's most popular commentators, Mr Talyarkhan, are not being utilised and half a dozen other commentators are being employed?

Shri A. C. Joshi: Sir, that is a suggestion for action.

Shri Aurobindo Ghosal: May I know whether it is a fact that commentaries of football matches of Calcutta are nowadays made in Bengali; if so, why it cannot be made in other languages?

18(A1) LSD-2.

Mr Deputy-Speaker: The hon. Parliamentary Secretary has already stated that today we have to confine ourselves to commentaries on cricket matches only.

श्री बजरंग सिंह : प्रश्नी बताया गया कि इसमें सफलता नहीं मिली थी। मैं जानना चाहूँगा कि सफलता जानने का कौन सा तरीका मन्त्रालय की तरफ से अपनाया गया था। किस तरह यह पता लगाया गया कि हिन्दी में या दूसरी भारतीय भाषाओं में जो कमेंटरी की गयी वह सफल नहीं हुई। यह किस तरह जाना गया। क्या किसी ने शिकायत की थी?

श्री आ० चं० जोशी : सुनने वालों ने इसको पसन्द नहीं किया।

सेठ बालिन्द दास : प्रश्नी मंत्री जी ने यह कहा कि इस सम्बन्ध में कोई अन्तर्राष्ट्रीय शब्दावली है। मैं जानना चाहता हूँ कि किस विशेषज्ञ ने कहा है कि वह अन्तर्राष्ट्रीय शब्दावली है। और जो प्रश्नी मंत्री जी ने यह कहा कि सुनने वालों ने पसन्द नहीं किया तो क्या सुनने वालों की कोई दरखास्त आयी थीं जिनमें कहा गया था कि पसन्द नहीं है?

श्री आ० चं० जोशी : क्रिकेट जिन देशों में खेला जाता है उनकी एक भाषा है। इस खेल की उत्पत्ति इंग्लैंड से हुई है और अंग्रेजी में ही उसकी शब्दावली है।

श्री अरुण बसंत : मैं यह जानना चाहता हूँ कि

Mr. Deputy-Speaker: Order, order. At least there ought to be no commentaries now when we are having the Question Hour. Those commentaries are running on even now and in all languages.

श्री अरुण बसंत : मैं यह जानना चाहता हूँ कि इसके बारे में ऑस्ट्रेलिया से जो क्रिकेट टीम आ रही है उसके घाने से पहले फैसला कर लिया जायेगा?

Shri A. C. Joshi: Sir, that is a suggestion for action.

Press Representatives in the President's Party

*1661. Shri Rameshwar Tantia: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that the press representatives of leading newspapers were not included in the Presidential Party now on a visit to South East Asian countries;

(b) if so, the reasons therefor; and

(c) what is the method of such selection?

The Parliamentary Secretary to the Minister of Information and Broadcasting (Shri A. C. Joshi): (a) to (c). In selecting Press representatives for such visits, efforts are made to get as representative a group as possible, including language newspapers. It is also kept in view that all important papers or press interests should get their turn. The willingness of the papers concerned to bear the cost of the trip and the availability of accommodation have also to be kept in view. In the present case accommodation was available only for four correspondents. After consultation with journalistic organisations, the correspondents of the following were nominated:—

- (1) Press Trust of India,
- (2) Amrit Bazar Patrika (English), Calcutta and Jugantar (Bengali), Calcutta.
- (3) Hitavada (English) Nagpur and Bhopal, Mathurbhumi (Malayalam), Kozhikode, Samyukta Karnataka (Kannada), Bangalore and Hubli, Tamil Nadu (Tamil), Madurai.

The Indian Language Newspapers Association had intimated that the Editor of 'Samaj' Cuttack, would represent them. He cancelled his trip at the last moment.

Shri Rameshwar Tantia: May I know whether it is a fact that certain press representatives are included in such conducted tours every time; and, if so, may I know whether the hon. Minister will get a list of the representatives who went in these tours for the last two or three years?

Shri A. C. Joshi: It will be laid on the Table of the House, Sir, if the hon. Member so desires.

Shri Rameshwar Tantia: May I know whether it is a fact that representatives of language newspapers are neglected and more importance is given to representatives of English newspapers?

Shri A. C. Joshi: No, Sir; it is not true. In fact, in this case the English papers have suffered. They could not send their representatives, while the Indian language newspapers were given priority and preference over the English newspapers.

श्री भक्त वंशन : मैं यह जानना चाहता हूँ कि इंडोबाइना के दौरे में जो चार पांच पत्रकार भेजे गये क्या साथे हिन्दुस्तान में हिन्दी का एक भी ऐसा पत्रकार नहीं मिला कि जो उनके साथ भेजा जा सकता, और क्या इस सम्बन्ध में कोई प्रयत्न किया गया ?

श्री धा० च० जोशी : हिन्दी के पत्रकारों से कहा गया लेकिन वह लोग नहीं गये ।

श्री रघुनाथ सिंह : किससे कहा गया ?

Mr. Deputy-Speaker: That is the information that the Minister has given. If hon. Members doubt it, there are other occasions when they can settle it, not now.

श्री बाजपेयी : मैं यह जानना चाहता हूँ कि हिन्दी के कौन से पत्रकारों को जाने के लिये कहा गया, और यदि उन्होंने असमर्थता प्रकट की तो उसके क्या कारण थे ?

श्री धा० च० जोशी : 'साज' हिन्दी का एक प्रमुख पत्र है, उससे कहा गया। वह लोग नहीं गये ।

Shri Hem Barua: Sir, on the floor of this House the Minister of Information and Broadcasting was pleased to say that representatives of the language papers were included in the President's tour abroad. If that is so, may I know why there should be a sort of difference between the two opinions expressed on the floor of the House, one by the Minister and the other by the Parliamentary Secretary?

Acharya Kripalani: That happened yesterday also.

Shri Hem Barua: And, the Minister took a pride in it.

Acharya Kripalani: Yesterday also.

Mr. Deputy-Speaker: That is only an opinion, that there is a difference of opinion. He finds that there is no difference.

श्री बजरत्न सिंह मैं जानना चाहूँगा कि क्या सूचना मंत्रालय को कोई ज्ञान है कि "भाज" के प्रतिरिक्त हिन्दी के और किसी पत्र के प्रतिनिधित्व से या सम्पादकों से इसके लिये लिखा पढ़ी नहीं हुई और "भाज" से भी कोई लिखा पढ़ी की गयी थी या नहीं इस सम्बन्ध में, और यदि लिखापढ़ी की गयी थी तो क्या उनके पास उनकी यह लिखित इन्कारि है कि वह नहीं जाना चाहते ?

श्री शा० च० जी० उनसे इनफार्मल तरीके से पूछा गया था ।

श्री रामेश्वर टाटिया "भाज" वाले नहीं गये तो क्या हिन्दी के दूसरे पत्रकारों से पूछा गया था, यदि नहीं तो क्यों ?

उपाध्यक्ष महोदय जो उनके सामने थे उनको इनफार्मल तरीके से इत्तला दी गयी, वह नहीं गये ।

Imphal-Tamenglong Road

*1662. **Shri L. Achaw Singh:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether the hill cutting work on the 50th mile of the Imphal-Tameng-

long Road has been stopped after it was started; and

(b) whether any new alignment has been discovered to avoid cutting the difficult rocks on this portion and on the 67th mile of Imphal-Tamenglong Road?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): The question will be answered by the Minister for Transport and Communications on a subsequent date.

Hindustan Machine Tools Ltd.

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*1663 { **Shri Ram Krishan Gupta:**
 Shri Morarka:

Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that an agreement has been signed between the Hindustan Machine Tools, Limited, Bangalore and a French firm for the manufacture of lathes, and

(b) if so, the main terms of the agreement?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir. The copy of the agreement has been made available in the Library of the House on 25th February, 1959.

(b) A statement is laid on the Table of the House giving the summary of the more important features [See Appendix VI, annexure No 22].

Shri Ram Krishan Gupta: From the statement I find that this firm will supply to this company some equipment. May I know whether any equipment has been received so far?

Shri Manubhai Shah: Not so far. The agreement has been entered into on 2nd January, and the details are being worked out.

Shri Ram Krishan Gupta: It is stated that this equipment will be supplied within three months. As this agreement was signed on 2nd January, 1959, may I know the reason why this equipment has not been received so far?

Shri Manubhai Shah: That is because of the formalities for selecting the equipment and also because we wanted to find out how much of it could be found out from India. This was specified as the shortest possible time. The delay has been on our side to avoid importing such things as are available in India. As soon as that list is finalised, all the remaining items will be coming.

Mr. Deputy-Speaker: Next question.

Shri Tangamani: May I know.

Mr. Deputy-Speaker: I have called the next question.

Fertilisers Production at Trombay (Bombay)

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 *1964. { **Shri Ram Krishan Gupta:**
 Shri Sarju Pandey:
 Shri Nagi Reddy:
 Shri Vasudevan Nair:
 Shri Ajit Singh Sarhadi:
 Shri Parulekar:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether Government have since received the report of the Technical Committee set up to determine the types of fertilizers to be produced at Trombay near Bombay;

(b) if so, the probable quantity of the fertilizers to be produced;

(c) the type of fertilizers to be produced; and

(d) the estimated cost of the plant?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra):

(a) Yes, Sir.

(b) and (c). About 97,500 tons of Urea and 254,000 tons of Nitrophosphate per annum.

(d) About Rs. 24 crores.

SHORT NOTICE QUESTION

Central Wage Board for Cotton Textile Industry

+
 S.N.Q. { **Shri S. M. Banerjee:**
 No. 18. { **Shri T. B. Vittal Rao:**
 Shri Vajpayee:
 Shri Ram Krishan Gupta:

Will the Minister of Labour and Employment be pleased to state:

(a) whether the Uttar Pradesh Government have approached the Central Government for exemption of textile mills in that State from the scope of Central Wage Board for Cotton Textile Industry; and

(b) if so, the reaction of the Central Government thereto?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) Does not arise.

Shri S. M. Banerjee: May I know whether the textile mill-owners and their association have also approached the Government for scrapping this Wage Board and, if so, the reactions of the Government?

Shri Abid Ali: Not to my knowledge.

Shri T. B. Vittal Rao: May I know when the report of the Wage Board for textiles will be submitted?

Shri Abid Ali: It is not possible to say at this stage. The Wage Board is doing its work very well.

Shri T. B. Vittal Rao: May I know when it is likely to be received?

Shri Tangamani: The Textile Wage Board was set up as early as March, 1957. More than two years have passed. May we know at least how

long will it take—one year, two years or three years?

Shri Abid Ali: It is not possible to say anything. We have not received any intimation from the Wage Board to that effect.

Shri Vajpayee: In view of the fact that the crisis in the textile industry is not confined to the State of Uttar Pradesh alone, may I know if the hon. Minister will give us an assurance that there will be no exception in the implementation of the recommendations of the Wage Board in the case of Uttar Pradesh?

Mr Deputy-Speaker: No assurances can be given at this hour.

Shri Sadhan Gupta: May I know whether any approach has been made to the Central Government from any quarters to exempt any section of the textile industry from the operation of the decision of the Central Wage Board?

Shri Abid Ali: It is like showing concern about the imaginary death of a person who is not yet born.

Shri Prabhat Kar: May we know whether in view of the fact that the Wage Board has taken two and a half years of time, the Government has tried to ascertain from the Wage Board how long it will take further and the reasons for the delay?

Shri Abid Ali: There is no delay. How can the reasons be mentioned? The Wage Board was appointed. It issued questionnaires. About 474 textile mills are concerned and about seven lakh workers are concerned. They have to go round the country, take evidence and go through the balance-sheets of the various mills. Therefore, the work is of a gigantic nature. It has to be done thoroughly and all this takes some time.

Shri S. M. Banerjee: May I know whether the report is likely to be submitted within the second Five Year Plan?

Shri Abid Ali: The hon. Member may wait and see.

Shri T. B. Vittal Rao: May I know whether the reason for the delay is due to the fact that the Chairman of this Board is also the Chairman of the Labour Appellate Tribunal and he has to perform functions there also?

Shri Abid Ali: He has given first preference to this work.

WRITTEN ANSWERS TO QUESTIONS

Purchase of Chlorine for Hindustan Insecticides (Private) Ltd., Delhi

*1646. **Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to state—

(a) whether it is a fact that for Chlorine purchased for the Hindustan Insecticides (Private) Ltd., Delhi from M/s DCM Chemicals Ltd., much higher price is paid than for chlorine purchased for the DDT Factory, Alwaye; and

(b) if so, for what reasons?

The Minister of Industry (Shri Manubhai Shah): (a) and (b) A statement is laid on the Table of the House [See Appendix VI, annexure No. 23]

British Gorkha Camps

*1647. { **Shri H. N. Mukerjee.**
Shri Mohammed Elias:

Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 509 on the 3rd December, 1958 and state whether the British Gorkha Camp at Lehra has since been closed down?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): The camp has now been closed.

Import of Umbrella Ribs from Japan

*1651. Shri Subman Ghose: Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that umbrella ribs are imported from Japan in India;

(b) if so, the amount spent for the said purpose in the years 1957-58 and the foreign exchange required for it;

(c) is there any factory in India to manufacture such ribs;

(d) if not, is there any proposal to start such factory; and

(e) if so, where and when?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). No, Sir. There is a total ban on the import of Umbrella Ribs since July, 1957. However, against the licences issued in the previous periods, Umbrella Ribs worth Rs. 11.82 lakhs were imported in 1957 and Rs. 1.4 lakhs worth of Umbrella Ribs were imported during the first eleven months of 1958. Also some Umbrella Ribs are allowed against the scheme for the promotion of export of complete Umbrellas.

(c) 8 factories in the organised sector are in production to manufacture Umbrella Ribs and there are several in the small scale sector also.

(d) and (e). Do not arise. Country is self-sufficient in the manufacture of Umbrella Ribs.

Allotment of Indivisible Properties

*1653. Shrimati Sucheta Kripalani: Will the Minister of Rehabilitation and Minority Affairs be pleased to state:

(a) whether it is a fact that Government have allotted indivisible single-storied two-roomed Government built houses to more than one claimant in old Rajendra Nagar, New Delhi; and

(b) if so, under which rule such houses have been allotted in that manner?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) Two-roomed houses in Old Rajinder Nagar were allotted on rental basis to one family if the number of members of a family was more than five. If the number was five or less half unit of the house consisting of a room and a verandah was allotted on account of the paucity of single-roomed houses.

(b) This allotment was in accordance with the policy of allotment followed in the initial stages.

विस्थापित राजनैतिक पीड़ितों के लिये भूमि अधिवास मकान

*१६५६. श्री नवल प्रजाकर : क्या पुनर्वास तथा अल्पसंख्यक कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विस्थापित राजनैतिक पीड़ितों को मकान अधिवास भूमि देने की कोई योजना बनाई गई है;

(ख) यदि हा, तो उसका व्योग क्या है; और

(ग) इस योजना में कितने व्यक्तियों को लाभ पहुंचेगा ?

पुनर्वास उपमंत्री (श्री पू० श्रे० नास्कर): (क) जी हा। बने हुए मकान या प्लाटों के दिये जाने की एक योजना बनाई जा चुकी है।

(ख) अभी तक दिल्ली में उपयुक्त राजनैतिक विस्थापित पीड़ितों को १०० वर्ग गज के प्लाट और उन पर मकान बनाने के लिये करीब ५०० रुपये अनुदान के रूप में दिये जाते थे। इस योजना को अब और उदार बना दिया गया है और अब यदि एक परिवार में एलाटमेंट के समय ५ से अधिक व्यक्ति हों या थे, तो उसे १०० वर्ग गज के दो प्लाट दिये जायेंगे।

(ग) लगभग २००।

Management of Companies

*1659. Shri Morarka: Will the Minister of Commerce and Industry be pleased to state:

(a) the number of companies which have managing agents whose office would terminate on 15th August, 1960 under section 330 of the Companies Act;

(b) what arrangement Government propose to make so as to avoid any dislocation of work or management of these companies; and

(c) whether any advice has been given to such companies by Government?

The Minister of Commerce (Shri Kanungo): (a) to (c). It is estimated that 5,055 companies had managing agencies at the commencement of the Act. The term of appointment of all these managing agents, except those whose agreements have been already renewed under Section 328, and who may have ceased to act as managing agents, will expire on the date mentioned unless they are reappointed with the approval of the Central Government for a fresh term under the provisions of the Companies Act. As it is for companies to seek renewal of their managing agencies in good time, if they so desire, and as the statutory position on this subject is well known to trade and industry, no special advice has been considered necessary. The provisions of Section 298 of the Act should ensure that there is no dislocation of work, where a company does not wish to renew its managing agency agreement or where the term of appointment of a managing agent due to expire on the 15th August, 1960, is not renewed.

Rayon Pulp Factory

*1660. { Shri Balakrishnan:
Shri Shivananjappa:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the team of Japanese

have submitted their report and recommendations in connection with the establishment of a Rayon Pulp Factory in India; and

(b) if so, the nature of such recommendations?

The Minister of Industry (Shri Manubhai Shah): (a) No, Sir,

(b) Does not arise.

Trade and Commerce Delegations

2678. Shri Ram Krishan Gupta: Will the Minister of Commerce and Industry be pleased to state the expenditure incurred on Trade and Commerce Delegations of foreign countries which visited India during 1958, country-wise?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): A statement is laid on the Table of the House. [See Appendix VI, annexure No. 24]

Ambar Charkhas in Punjab

2679. { Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of Commerce and Industry be pleased to state:

(a) the number of Charkhas to be distributed in the Centres of Ambar Charkha in Punjab during 1959-60; and

(b) the amount of Central assistance proposed to be given in this respect?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) and (b). The details of the programme have not yet been finalised. The Khadi and Village Industries Commission has, however, tentatively agreed to provide funds to the extent of Rs. 54,500 as grant and Rs. 2,32,000 as loans for the introduction of 600 Ambar Charkhas and for other items of the Ambar Charkha programme

for both the Ambar and traditional Khadi programme

Committees under Planning Commission

2630. Shri Pangarkar: Will the Minister of Planning be pleased to state the names of Committees which worked under the Planning Commission during the first quarter of the year 1959?

The Deputy Minister of Planning (Shri S N Mishra): Two statements are laid on the table of the House [See Appendix VI, annexure No 25]

Issue of Passports

2631 Shri Pangarkar: Will the Prime Minister be pleased to state the number of passports issued for foreign countries during the first quarter of the year 1959?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): 2935 passports were issued by the Passport Issuing Authorities in India during the month of January, 1959. The figures for the months of February and March, 1959 are not yet available

Competent Officers

2632. Shri M. C. Jain: Will the Minister of Rehabilitation and Minority Affairs be pleased to state—

(a) the number of notices issued by Competent Officers under Section 6 of the Evacuee Interest (Separation) Act, 1951 in form C, during the period from 1st April, 1957 to 31st October, 1958;

(b) monthly notices issued per Competent Officer during the above period (State-wise);

(c) the number of properties in which proper notices had not been duly served till the 1st November, 1958;

(d) in what mode these notices were issued and what steps were taken for ensuring that they actually reached the non-evacuees; and

(e) how many of such non-evacuees were reported to have died and what steps were taken to find out and serve the notices on their legal representatives?

The Deputy Minister of Rehabilitation (Shri P S Naskar): (a) to (e) The information is not available and will have to be collected from the Competent Officers of all the States, who will have to consult the files relating to the individual cases to collect it. The labour and time involved in the collection of the information will not be commensurate with the result likely to be achieved

Competent Officers

2633 Shri M. C. Jain: Will the Minister of Rehabilitation and Minority Affairs be pleased to state

(a) the number of properties (State-wise) in which final separation was made by Competent Officers under Section 10 of the Evacuee Interest (Separation) Act, 1951 during the period from 1st April, 1957 to 31st October, 1958, and

(b) the number of properties pending final separation on 1st November, 1958?

The Deputy Minister of Rehabilitation (Shri P S Naskar): (a) 25,918

The State-wise break up is not readily available

(b) 17,236

Manufacture of Textile Machinery Spare Parts

2634. Shri P. C. Borooah: Will the Minister of Commerce and Industry be pleased to state

(a) the total number of units at present engaged in the production of textile machinery spare parts, wholly and partially, in the country and the

total number of workers employed therein; and

(b) the number of such units working in the State of Assam and the number of workers employed therein?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):
(a) and (b) There are 23 firms engaged in the manufacture of cotton textile machinery employing about 17,000 workers. According to a survey conducted in the small scale sector in 1956, there were 447 units partially engaged in the manufacture of textile machinery parts employing about 5,500 workers.

There is no unit in the organised sector engaged in the production of textile machinery spare parts in the State of Assam. Some small scale units may be manufacturing some parts.

Dandakaranya Scheme

2685. Shri P. C. Borooah: Will the Minister of Rehabilitation and Minority Affairs be pleased to state

(a) whether there is any proposal to disperse displaced persons from Assam for rehabilitation in Dandakaranya area in Orissa, and

(b) if so, the number of displaced persons involved?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) No

(b) Does not arise

Industrial Committee on Coal Mines

2686 Shri Rajendra Singh: Will the Minister of Labour and Employment be pleased to refer to the reply given to Starred Question No. 505 on the 3rd December, 1958 and state

(a) whether it is a fact that the sixth Session of the Industrial Committee on Coal Mines has not been held so far, and

(b) if so, the reasons therefor?

The Deputy Minister of Labour (Shri Abid Ali): (a) No. The Sixth Session of the Industrial Committee on Coal Mines was held at New Delhi on the 21st February, 1959.

(b) Does not arise

Export of Handicrafts and Jewellery to USA

2687 Shri Ram Krishan Gupta: Will the Minister of Commerce and Industry be pleased to state

(a) whether it is a fact that there is a good market for Indian handicrafts and jewellery in the USA, and

(b) if so, the nature of steps taken or proposed to be taken to increase the export of these goods?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):

(a) Yes, Sir

(b) Steps for the promotion of exports of handicrafts are being taken by the Central Government in respect of all countries including USA. Apart from the Indian Handicrafts Development Corporation which was set up in April, 1958, to look after activities connected with exports, publicity is being given through exhibitions, trade centres, etc. abroad. A Trade delegation of business executives from USA was recently invited to India to establish direct contacts with dealers and exporters.

A proposal to set up a Trade centre, exclusively for handicrafts, at Los Angeles and New York is under consideration.

Trade with U.S.S.R., China, Poland and Czechoslovakia

2688 Shri S. M. Banerjee: Will the Minister of Commerce and Industry be pleased to state

(a) whether steps are being taken to increase trade with USSR, China, Poland and Czechoslovakia,

- (b) if so, what are those steps; and
- (c) the number of new agreements likely to be executed during the Second Five Year Plan period?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):
(a) and (b). Yes, Sir. The following steps have been taken:—

- (i) The State Trading Corporation of India (P) Ltd., has established contacts with the Trading Organisations of these Countries.
- (ii) Commercial Representatives are posted at the Indian Embassies at Moscow, Peking, Warsaw and Prague. They remain in constant touch with the purchasing organisations in respect of the country/countries under their jurisdiction.
- (iii) Frequent meetings are held with the officials of Commercial Representations of these countries in India, at which various business proposals and the difficulties in the way of increase of take of Indian goods are discussed and mutually acceptable solutions evolved.
- (iv) It is hoped that the new Trade Agreements concluded with the USSR and Poland would help to promote the development of balanced trade with these countries on a higher level. Negotiations are in progress for signing of similar agreements with some other countries. Copies of the Agreements with the USSR and Poland were placed on the table of the House on the 11th December, 1958

(c) Fresh Trade Agreements are concluded as and when they are advantageous for mutual

Employment Exchange Delhi

2689. Shri Ram Krishan Gupta: Will the Minister of Labour and Employment be pleased to state:

(a) whether it is a fact, that a master plan to secure the maximum cooperation of the private sector in providing work for the registered unemployed in Delhi has been framed; and

(b) if so, the main features of the scheme?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) Does not arise.

Foreign Investment in Industries

2690. Shri Ram Krishan Gupta: Will the Minister of Commerce and Industry be pleased to state:

(a) the amount of foreign investment in India (Industry-wise); and

(b) the steps taken or proposed to be taken to increase and substitute Indian capital in these industries?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):
(a) The latest figures compiled on foreign investment by the Reserve Bank of India were published in the Reserve Bank of India Bulletin of September, 1958 relating to the foreign investment as at the end of 1956. As and when a further census is made by the Reserve Bank of India, the results will be published by the Reserve Bank of India.

(b) It is the policy of the Government to encourage greater Indian capital participation wherever existing foreign investments have sought to expand and also in new foreign investments.

Youth Employment Service and Counselling Scheme

2691. Shri D. C. Sharma: Will the Minister of Labour and Employment be pleased to state:

(a) the names of States where the

ployment Counselling Scheme has been started by the end of March, 1959; and

(b) the nature of its functioning?

The Deputy Minister of Labour (Shri Abid Ali): (a) Names of States

Andhra Pradesh

Assam

Bihar

Bombay

Kerala

Madras

Madhya Pradesh

Mysore

Orissa

Punjab

Uttar Pradesh

West Bengal

Union Territory of Delhi

(b) Assistance is given to youths and adults in the choice of career and the required training courses. This is done by talks, discussions and individual interviews at the Employment Exchanges. Talks are also given at Schools and other places.

Industrial Estates in Bombay

2692. { Shri D. C. Sharma:
Shri Pangarkar:

Will the Minister of Commerce and Industry be pleased to refer to the reply given to Starred Question No 359 on the 29th November, 1958 and state:

(a) the progress made so far in setting up industrial Estates in the Bombay State,

(b) the kinds of factories erected therein; and

(c) the expenditure incurred on these Estates so far?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): (a) to (c) A statement is laid on the Table of the House. [See Appendix VI annexure No. 26].

Radio Programme Journal 'Betar Jagat'

2693. Shri Anrobindo Ghoshal: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether the radio-journal 'Betar Jagat' is printed in the Government Press of Calcutta; and

(b) if not, the reasons therefor?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b) The Government of India Press Calcutta having expressed their inability to undertake the printing of 'Betar Jagat', the work was entrusted to a private press in consultation with the Controller of Printing and Stationery

Recordings of Speeches of Eminent Leaders

2694. Shri D C Sharma: Will the Minister of Information and Broadcasting be pleased to refer to the reply given to Unstarred Question No. 2190 on the 19th December, 1958 and state the further progress made so far in recording speeches of eminent leaders?

The Minister of Information and Broadcasting (Dr. Keskar): A statement giving the information is laid on the Table of the Lok Sabha [See Appendix VI, annexure No 27].

Newspapers in Tripura

2695 Shri Dasaratha Deb: Will the Minister of Information and Broadcasting be pleased to state the total number of newspapers published from Tripura at present?

The Minister of Information and Broadcasting (Dr. Keskar): Twelve newspapers are published in Tripura (as recorded upto 31-12-1958 by the Registrar of Newspapers for India)

Supply of Salt to Madras State

2696. Shri Elayaperumal: Will the Minister of Commerce and Industry be pleased to state

(a) the quantity of salt allotted to the Madras State in 1958-59 and

(b) the quantity which the Madras Government have lifted?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):
(a) The Zonal Scheme for distribution of salt is drawn up calendar yearwise. The quantity allocated to Madras for 1958 was 73 lakh maunds.

(b) The quantity of salt moved within the State for internal consumption (including industrial consumption) under the Zonal Scheme is 65.74 lakh maunds. This quantity along with about 29 lakh maunds of unlicensed salt, outside the Zonal Scheme, was moved by salt traders. The quotas of salt allocated to States under the Zonal Scheme are lifted by traders, as generally there is no State trading in salt.

Import of Raw Film

2697. { Shri A. K. Gopalan:
Shri Warier:
Shri Kodiyam:

Will the Minister of Commerce and Industry be pleased to lay a statement showing:

(a) the concerns or individuals to whom licences were issued to import 'Raw Film' in the current year;

(b) whether any suggestions were received from film producers or their associations that Raw Film should be sold only to Registered producers; and

(c) if so, what action Government had taken in the matter?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):
(a) A statement is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 28].

(b) Yes, Sir.

(c) The system of distribution has since been revised. A copy of the Public Notice on the subject is laid on the Table. [See Appendix VI, annexure No. 28].

Training Institutes for Instructors

2698. Shri Rami Reddy: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government has under consideration proposals for the establishment of Training Institutes for Craft Instructors during the Second Five Year Plan period;

(b) if so, the nature of the training proposed to be given in the institutes;

(c) the number of institutes proposed to be established and their location; and

(d) the expenditure likely to be incurred?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) To train Craft Instructors in Engineering and non-Engineering trades

(c) Two One at Bombay and another at Calcutta by re-organising and expanding the existing Institutes at Aundh and Koni respectively

(d) Rs. 140 lakhs approximately.

Work-Charged Establishment of the C.P.W.D.

2699 { Shri Easwara Iyer:
Shri A. K. Gopalan:
Shri Tangamani:

Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether any action has so far been taken to prepare a list of persons on work-charged establishment of C.P.W.D. who are eligible to be confirmed in accordance with para 3(B) (3) of the Ministry's resolution No. 66/339/57/WCE dated 21st May, 1958; and

(b) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) No.

(b) This will have to wait till an All India seniority list for each cate-

gory of work-charged posts has been prepared. The later will take some time.

Industrial Tribunal, Dhanbad

2700. Shri Dasaratha Deb: Will the Minister of Labour and Employment be pleased to state:

(a) whether Government have received any representation from the General Secretary, Indian Mine Workers' Federation regarding the failure of the management to implement the award of the Industrial Tribunal, Dhanbad;

(b) whether any step is being taken by Government to implement the award;

(c) whether the tribunal has declared the strike in New Jamehary Colliery in 1957 as legal strike; and

(d) if so, whether bonus for that period has been paid?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) (i) The management have filed a writ petition under Articles 226 and 227 of the Constitution in the High Court at Patna against the decision of the Tribunal in respect of the bonus case.

(ii) On a complaint about non-implementation of the Award the Conciliation Officer concerned took up the matter on 24-2-1959 but both the parties requested him on 13-3-59 not to take any action in the matter as the parties were negotiating between themselves.

(c) Yes.

(d) No.

Lockout in Jamehary Colliery

2701. { Shri Dasaratha Deb:
Shri Halder:

Will the Minister of Labour and Employment be pleased to state:

(a) whether the manager of the East Jamehary Colliery declared lock-out from the 30th May, 1958;

(b) what is the award of the Regional Labour Commissioner (Central), Dhanbad and Chairman Industrial Tribunal, Dhanbad;

(c) whether the Tribunal declared it to be lock-out;

(d) whether the management has taken back all the workers rendered unemployed by lock-out; and

(e) whether bonus and wages of the period during which the lock-out took place have been paid?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (e). On an application filed by the management of the East Jamehary Colliery dated the 13th June, 1958 under the Coal Mines Bonus Scheme, 1948, the Regional Labour Commissioner (Central) Dhanbad held that the workmen of the colliery had not gone on a strike from 30th May, 1958 and that the stoppage of work was more in the nature of a lock-out. The Industrial Tribunal, Dhanbad, before which an appeal was filed, upheld the Regional Labour Commissioner's decision by its order dated the 27th November, 1958, though it did not agree with the Regional Labour Commissioner's observation that the stoppage of work was more in the nature of a lockout. The Management have so far re-employed 69 of their old workmen. Of the remaining, nine went home after having received their final payments, three were not staying at the colliery, one was reported to be absconding due to a police warrant and police cases were pending in a Court against 21 workmen. In regard to the remaining 15 workmen, who have since been acquitted by the Court, the management have promised to provide work if and when suitable vacancies occur.

The bonus for the quarter ending June 1958 has not been paid to 1 workman. No industrial dispute has been raised by any of the unions or the workmen concerned over the payment of wages for the period 30th and 31st May, 1958.

Labour Officer

2702. Shri Rama Krishna Reddy: Will the Minister of Labour and Employment be pleased to state:

(a) whether the Labour Officer under the Director General, Posts and Telegraphs, whose headquarters is at Madras, has at any time toured Andhra Pradesh,

(b) if so, the number of times he has visited Andhra Pradesh area during the last two years,

(c) the names of places he has visited; and

(d) the reasons for not appointing a Labour Officer exclusively for Andhra Pradesh?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes

(b) Twice

(c) Kurnool, Guntur, Rajahmundry and Vizagapatam

(d) Since workers in Postal Circles are not concentrated at one place, Labour Officers in the Postal Department are appointed usually on zonal basis. These Labour Officers are not appointed State-wise because the work load for each State does not justify the same.

Coffee Cultivation

2703. Shri Daljit Singh: Will the Minister of Commerce and Industry be pleased to state the total and additional area brought under coffee cultivation during 1957-58 and 1958-59 (State-wise)?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): Statistics of the acreage brought under coffee cultivation during the

year 1957-58 and 1958-59 are not yet available. The latest year for which statistics of the coffee acreage have been fully compiled, is 1956-57, and the figures are as follows:

S. No	State	Total acreage in 1956-57
1	Mysore	1,52,543
2	Madras	61,504
3	Kerala	46,047
4	Andhra	83
5	Bombay	189
6	Others	25
GRAND TOTAL		2,60,401

Although the exact figures regarding additional area brought under coffee cultivation during 1957-58 and 1958-59 are not available, it is estimated that roughly 7,000 acres are being newly planted to coffee per year on an average.

Tenements in Rajabagicha

2704. Shri Panigrahi: Will the Minister of Works, Housing and Supply be pleased to refer to the reply given to Unstarred Question No 435 on 25th November, 1958 and state:

(a) whether the Government of Orissa have since supplied the required information,

(b) whether the one-roomed single storeyed tenements at Rajabagicha, Cuttack have been furnished with electric lights; and

(c) whether the latrines have been constructed according to specification?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Yes.

(b) and (c) According to the Government of Orissa, electric fittings have been provided in the tenements and arrangements are being made to supply power to the Colony. The Latrine, have been constructed according to approved specifications, with slight modifications.

Export of Onions

2705. **Shri Jadhav:** Will the Minister of Commerce and Industry be pleased to state:

(a) to what countries onions were exported during the year 1958-59;

(b) what was the amount of foreign exchange earned therefrom;

(c) what was the production of the onions in the year 1958-59 in the various States and Union Territories (State-wise); and

(d) through what agencies were the onions exported with the quantity exported by each agency?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri):
(a) Ceylon, Malaya, Singapore, U.K., Aden, Baharin Islands, Kuwait, Trucial Oman, Pakistan, Hongkong, Muscat, Saudi Arabia, Rhodesia, Zanzibar, Kenya, Uganda, Tanganyika, Mauritius, Seychelles, Belgian Congo and Mozambique.

(b) Rs. 133 lakhs during April-December, 1958 (Figures beyond December are not yet available).

(c) Andhra Pradesh	165000 tons
Bihar	Not available.
Bombay	385000 tons
Madras	152000 "
Mysore	105500 "
Pondicherry	Less than 500 "

(d) Agency-wise figures of exports are not available.

Bharat Sevak Samaj in Rajasthan

2706. **Shri Karni Singhji:** Will the Minister of Planning be pleased to state:

(a) the amount of financial aid, if any, given to Bharat Sevak Samaj in Rajasthan State by the Government of India, Division-wise, from 1954-55 to 1958-57; and

(b) the schemes for which aid has been given?

The Deputy Minister of Planning: (Shri S. N. Mishra): (a) The Planning Commission did not give any direct financial aid to the Bharat Sevak Samaj in Rajasthan State from 1954-55 to 1958-57.

(b) Does not arise

Tea Trade

2707. **Shri P. C. Borooah:** Will the Minister of Commerce and Industry be pleased to state the amount spent on propaganda and promotion of export of tea in U.K., U.S.A. and U.S.S.R. during 1956, 1957 and 1958?

The Minister of Commerce and Industry (Shri Lal Bahadur Shastri): The following amounts have been spent in the U.K., U.S.A. and U.S.S.R. during the financial years 1956-57 to 1958-59 on propaganda and promotion of tea exports:

	(In rupees)		
	1956-57	1957-58	1958-59
U.K.	5,717	3,913	5,136
U.S.A.	29,22,436	32,26,653	24,09,443*
U.S.S.R.	513	5,740	66,056

*An instalment of contribution to the U.S. Tea Council due on 31st January, 1959 is not included as the remittance is now being made.

12-63 hrs.

NOTICES UNDER RULE 377

Mr. Deputy-Speaker: I have received two notices under rule 377 of the Rules of Procedure and Conduct of Business—one from Shri Braj Raj Singh and the other from Shri Khadilkar. Both are identical. I will look into them and if I give my consent I shall then fix a date and time when this matter can be brought up.

Shri Braj Raj Singh (Firozabad) rose—

Mr. Deputy-Speaker: It is for me to fix a date and time. It is not an

[Mr. Deputy Speaker]

adjournment so that it must be discussed straightaway. Therefore, I am informing the hon. Member that if I give my consent, then I will decide about the date and the time. Then the hon. Members would be informed and they will have the opportunity which they want just now.

Shri Khadilkar (Ahmednagar): Let the House know the contents.

Mr. Deputy-Speaker: The House would know if he shows a little amount of patience.

12-04 hrs.

NOTICE UNDER RULE 222

Mr. Deputy-Speaker: Shri Nath Pai has sent me a notice under rule No. 222 of the Lok Sabha Rules of Procedure, giving notice of his intention to raise a motion of privilege. He says:

"The matter arises out of a PTI report of the proceedings of the House of the 1st of April, 1959 published in the *Times of India* of 2nd of April, 1959. The relevant document is being attached herewith. As is evident from the reported remark of the hon. Member Prof. Hiren Mukerjee to the effect that, "You are American Agents (turning to the Praja Socialist benches)." . . .

It is *prima facie* a slander against the PSP Members of Parliament and constitutes a very serious breach of privilege'.

So far as this is concerned, this was brought to my notice, and I looked into the file. Our records do not show that such an observation was made or such remarks were uttered. Now, the only course left for me is to find out from the hon. Member whether he uttered those words. If he were present I would have asked him just now, but as he is not present, I will hold it over. When he is present, I shall ask him what the position was and tell me.

Shri Nath Pai (Rajapur): Mr. Deputy-Speaker, I would like to say only one thing. My party normally would not have condescended even to repudiate a charge which is palpably silly and patently wrong. Nonetheless, since it is alleged as having been uttered by a senior Member of the House we are interested in seeing that such an impression does not go round the country. I should like to say one thing more. There would not be two opinions in this country so far as the loyalty of my party is concerned. Throughout the record of my party is a fine record of the most glorious chapter in the freedom struggle of the country.

Mr. Deputy-Speaker: What does he want to say? He might come to that straight.

Shri Nath Pai: I am coming to it. I want to bring to your notice this thing. It is true—that it is not perhaps on the record—and I am not interested in condemning Shri H. N. Mukerjee who unfortunately is not here, nor am I interested in arranging the press agency. But you must guide us before I formally raise it, as to what is the protection given to a party which on the face of it, seems to be malign-ed like this?

Mr. Deputy-Speaker: I do not think there is any necessity for discussing it just now, because we have to ascertain the facts. I am holding it over so that the hon. Member against whom this charge is made might also be present and so that we may make enquiries as to what position he takes. Unless he is present and we know the facts, how can we go further? That is what I am doing. I am not disposing of it. I do not think there is any discussion necessary.

Shri T. B. Vittal Rao (Khammam): Shri H. N. Mukerjee's absence was referred to now. My friend Shri Nath Pai said that he was going to give a notice of a privilege motion. He informed me yesterday. I consulted Shri H. N. Mukerjee. As he had to

leave for Calcutta he informed me that he has not uttered those words.

Shri Vidya Charan Shukla (Baloda Bazar) You can consult the tape recorder and know whether he has uttered those words.

Acharya Kripalani rose—

Mr. Deputy-Speaker: I can presume what he is going to say I will give him every opportunity, but would it be necessary now to go on further, when our records do not show that there was such a thing, and when the hon. Member who is alleged to have uttered these words has said that the fact that he has not done it should be conveyed to the House? We should not go into this controversy and then discuss whether really it was uttered or not. When the Member says that he has not done it—even if in excitement some such words were understood to have been said by certain other Members—it should be taken that this matter should be closed. It would be advisable that this matter is considered as closed.

Even to those who would say that they have heard it I would advise that when the Member concerned says that he has not uttered it, it should be the last word. It should be tantamount to, and it should be considered as if he had withdrawn it, even supposing—I am saying, “even supposing”—he has uttered it, like that and when he says he has not done it that should be the last word on the subject. I do not think any discussion is necessary.

Acharya Kripalani (Sitamarhi) May I say a word. As I was in possession of the House, I thought that the remarks were addressed to me—that I am the agent of the Americans. There were other remarks which were more elevating. He said that I was same. As for my being the “agent of the Americans” I wish it had been so because in that case our party would have more funds than the Communist party! But I believe that the 16(A) L.S.D.—3.

Bengalis are rather emotional and excitable, men and women, men more than women.

An hon. Member: Is it relevant?

Shri T. B. Vittal Rao: On a point of order (Interruptions)

Mr. Deputy-Speaker: He is talking of Bengalis, whom he knows much better than anybody else. Why should there be excitement over it?

Acharya Kripalani. Therefore, I do not mind the remarks so far as they concern me. As for my being senile, I have examined myself. I have examined my top and the thatch there is natural. I do not tar my hair. My eye-sight is very clear and I do not use spectacles. My ears do not need the hearing-aid, the earphone.

Mr. Deputy-Speaker: I would request the hon. Member just to confine himself to what is before the House. This is not in controversy whether those words said by him.

Acharya Kripalani. I further want to say that my intellect is so sharp that I can see through the meaning of the resolutions passed by the communist party better than the Prime Minister.

Shri Nagi Reddy (Anantapur) On a point of order (Interruptions)

Mr. Deputy-Speaker: When we are trying to rectify, we should not commit other mistakes. We should not go further into this. As I requested the House, let this matter be closed. When Mr. Mukerjee had just conveyed to us that he never uttered those words and when they do not appear in our records too, that should suffice and the matter shall be considered as closed.

Shri Thirumala Rao (Kakinada) Is there no tape-recorder?

Mr. Deputy-Speaker: Order, order. The hon. Prime Minister.

12.12 hrs.

STATEMENT RE THE DALAI LAMA

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): [The other day, three days ago, I think, when I was speaking about recent happenings in Tibet, I mentioned that I would keep the House informed of every fresh development. In the last two days, day before yesterday and yesterday, we have been receiving a number of messages. They were often delayed because they had to come through a rather devious route.]

Yesterday I was thinking of informing the House of a certain development, but then I hesitated to do so, because I wanted it to be fully confirmed; I was waiting for some details. We received them last evening. We could have issued this news to the Press last evening, but I thought I should inform the House first and then the Press can have it.

The facts are that on the 1st April, the day before yesterday morning, we received a message via Shillong dated 31st March evening that an emissary with a message from the Dalai Lama had arrived at our border check-post at Chutangmu in the North-East Frontier Agency. He had arrived there on the 29th March stating that the Dalai Lama requested us for political asylum and that he expected to reach the border on the 30th March, i.e. soon after he himself had come. We received the message on the 1st. The same evening, i.e. 1st April evening, a message was received by us again via Shillong dated 1st April that the Dalai Lama with his small party of 8 had crossed into our territory on the evening of the 31st March.

Expecting that some such development might occur, we had instructed the various check-posts round about there what to do in case such a development takes place. So, when he crossed over into our territory, he was received by our Assistant Political Officer of the Tawang sub-division, which is a part of the Kameng Frontier Division of the North-East

Frontier Agency. A little later, the rest of his party, the entourage, came in. The total number who have come with him or after him is 80. From the 2nd evening, i.e. yesterday, we learn that this party in two groups is moving towards Tawang, which is the headquarters of that sub-division and that he is expected to reach Tawang the day after tomorrow, Sunday, 5th evening.

Shri Braj Raj Singh (Ferozabad)- I want a clarification, which is a very important one.

Shri Khadilkar (Ahmednagar) I want a little more information.

Mr. Deputy-Speaker. This is the information that the Prime Minister has got just at present. If he gets more, he has promised us that he will place it before the House.

Shri Braj Raj Singh. I want a clarification. There is a news in the Press that the New China News Agency had published the very same news yesterday. How is it that the Government of India here did not get this confirmation even till the last evening? The Prime Minister himself said that he knew the information when he was making a statement here yesterday, but he could get the confirmation only last evening. May I know whether we are going to give political asylum to the Dalai Lama?

Shri Khadilkar. We have given the Dalai Lama asylum here.

Shri Nath Pai (Rajapur). We do not know if we have given him.

An hon. Member. We have.

Shri Khadilkar. I want a clarification. The Dalai Lama is the temporal and spiritual head of Tibet. Does the asylum confer the same right on him and will he be functioning in the same capacity on the Indian soil? That is a very serious matter.

Shri Jawaharlal Nehru. So far as Mr. Khadilkar's question is concerned, about spiritual rights, etc.,

cannot answer it. It is a complicated matter which will have to be considered. But there is no doubt that he will receive respectful treatment.

Shri Naushir Bharucha (East Khandaah): Is it a fact that the Dalai Lama was injured?

Shri Jawaharlal Nehru: No, Sir, he is quite healthy.

As for the other question, I myself stated that we knew it day before yesterday evening—in fact, if I may say so, I was not here then, but we knew about his having crossed the frontier, but we wanted certain confirmation about details, whether the whole party had crossed over, where they were, etc., before I mentioned it to this House Yesterday morning, I was not in a position to do so, although I knew that he had crossed the border. In the evening I was, but I wanted to wait for the meeting of the Lok Sabha today to say so, instead of giving the news to the Press.

PAPERS LAID ON THE TABLE

AMENDMENTS TO RESERVE BANK OF INDIA (NOTE REFUND) RULES

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): I beg to lay on the Table under section 28 of the Reserve Bank of India Act, 1934, a copy of Notification No. 20 dated the 28th March, 1959, making certain amendment to the Reserve Bank of India (Note Refund) Rules, 1935 [Placed in Library See No. LT-1334/59.]

12.19 hrs.

DEMANDS FOR GRANTS—contd

MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd.

Mr. Deputy-Speaker: The House will now resume discussion on the Demands for Grants relating to the

Ministry of Transport and Communications. Out of 8 hours allotted for these Demands, 6 hours and 35 minutes now remain.

The list of selected cut motions relating to these Demands has already been circulated to Members on the 2nd April, 1959. I shall treat these cut motions as moved subject to their being admissible.

Reason for the closure of the tourist Office at Bhubaneswar

Shri P. K. Deo: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Working of Shikar Agencies

Shri P. K. Deo: I beg to move.

"That the demand under the Ministry of Transport and Communications' be reduced by Rs 100."

Need for establishment of Second Shipyard at Cochin

Shri Punnoose: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Need for implementation of Shipyard Policy Committee's recommendations and Government's decision thereon

Shri Punnoose: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Need for developing the Chilka lake and Hirakud Reservoir as tourist centres

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Need for providing a good guest house at Konarak for the tourist

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Working of the Inland Water Transport Committee

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need for making the Mahanadi navigable by blasting the boulders in the river bed from Dhalpur to Sambalpur in Orissa

Shri P. K. Deo: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need to revise the policy in the matter of grants and loans to the State Road Transport Services

Shri Punnoose: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

A Question of grant of loan for the development of State Road Transport in Kerala

Shri Punnoose: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need to encourage tourism

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need to making available all Reports of Inspector of Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Need to revive Dry Dock Project at Vishakapatnam and execute it early

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Nationalisation of Shipping

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Expansion of Eastern Shipping Corporation

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Expansion of Western Shipping Corporation

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Acquisition of ships in the public sector

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Utilisation of Shipping Development Fund in the acquisition of ships

Shri Aurebindo Ghosal: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Need to take advantage of low prices of ships in the international market

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need for increase of tonnage in public sector

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need for abolition of rate-competition between public and private sectors in shipping

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need to do away with the monopoly in the private sector of Indian shipping

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Development of Calcutta Port

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100."

Dredging of the Ganges for Calcutta Port

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Need to establish subsidiary port in Haldi of West Bengal

Shri Aurebindo Ghosal: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Management of State Transport Service in Manipur

Shri L. Achaw Singh: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100 "

Defects in the existing system of keeping telephone accounts

Shri S. L. Saksena: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to instal telephone public call offices in the terai border areas of Gorakhpur, Basti and Deoria and other Districts of U.P.

Shri S. L. Saksena: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Failure to restore the age old post office of Dhanu and to open a new post office in the village to which Dhanu post office in Gorakhpur District has been shifted

Shri S. L. Saksena: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Failure to open new post offices in the Terai areas in the Gorakhpur, Deoria, and Basti Districts according to Government's declared policy

Shri S. L. Saksena: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to open more public call telephone offices in rural areas

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Delay in construction of departmental buildings of Post Offices in Orissa Circle

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to eliminate delay in delivery of letters and money orders

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Delay in installation of automatic telephone lines at Cuttack

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for establishing sub-post offices in the Gram panchayat headquarters in Orissa

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Maintenance of telephone lines between Sambalpur and Bhawanipatna in Orissa

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Lack of adequate number of R.M.S. vans

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Lack of suitable and spacious R. M. S. Vans in Trivandrum Express in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need to open a new R. M. S. section in Blue Mountain Express between Madras and Erode

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for opening a telegraph office in Jaipatna in Kalahandi district in Orissa

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Test for promotion of departmental candidates to the clerical and allied cadres

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Abolition of training to be selected departmental candidates prior to appointment in the clerical or allied cadres in the substantive pay

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Shifting of parcel work of Danang District from Rangya to Tezpur R.M.S.

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

New adjustment in duty-hours in Gauhati R.M.S.

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Irregularity in the exchange of mails between Gauhati Head Office and Gauhati R.M.S.

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Indirect mail routing of East Pakistan Postal articles

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Unsatisfactory duty arrangements of class III and IV officials in Assam

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Split duty of staff in Assam circle contrary to the recommendations of the Expert Committee

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Need to insure sorters

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Indiscriminate rotational transfers in Assam circle

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Rotational transfer of L.S.C. officials of Assam Circle

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Bad condition of Rest Houses for staff in Assam

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Need for abrogation of Rule 4A of the Conduct Rules

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Travel concessions to Mail Guards

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to increase casual leave

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to enhance the rates of Part-time Watermen

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to give compensation for Nation Holidays

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Mal-administration of R.M.S. Department of West Bengal Division

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to provide shelter at Sealdah R.M.S.

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Duties of Packers in Delhi Foreign Post Office

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to provide Rest House at Khurja

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need for replacement of unworkable trollies of R.M.S. at Nagpur Station

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Congestion and insanitary condition of Howrah R.M.S. Office

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Huge accumulation of letters in Howrah R.M.S. Office

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

*Insufficient space in Howrah platform
R.M.S. Office*

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

*Congestion and insanitary condition
of Howrah platform R.M.S. Office*

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100" &

Stacking of Postal bags on open platforms of Howrah Station

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Non-cooperation of the Railway with the Howrah platform office of R.M.S.

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Inadequate counters in Howrah Head Post Office

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Lack of manners of Calcutta telephone employees towards public and members of Parliament

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Tele-

graphs Department' be reduced by Rs 100."

Unusual delay in getting trunk calls

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Failure to pay the Savings Bank money to the depositors of Jagniti Post Office of Howrah

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Dearth of residential accommodation for postal employees at Gauhati

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Denial of casual leave and holiday offs to class IV employees and mail van guards of Assam circle

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Out-moded designs of mail van

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100"

Sorting work of Railway Mail Services in 3rd class Railway compartments in Assam circle

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Defects and errors in the sorting list supplied in Assam circle

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Defective mail arrangements of Assam Circle

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Inadequate space at Rangiya for Railway Mail Services

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Fixation of standard for sanction of R M S Class IV Staff

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Shortage of staff in R M S of Madras Circle

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Tele-

graphs Department be reduced by Rs 100 "

Question of recruitment of Class IV Staff

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Delay in police verification of the antecedents of new recruits

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Lack of safety devices of mail guard compartments in Madras circle

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Failure in cementing the platforms in front of R.M.S. Offices at Madras Station

Shri Aurobindo Ghosal. I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to provide tiffin rooms and cycle stands inside mail offices of Madras

Shri Aurobindo Ghosal I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Insanitary conditions of mail offices of Madras

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to provide rest room for R.M.S staff at Madras Railway Station

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to construct R.M.S staff quarters near Madras Railway Station

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Question of admission of Class IV staff in Hindi classes in Madras

Shri Aurobindo Ghosal. I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Reservation of beds for P & T. staff of Madras in Tambaram T B sanatorium

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Inadequate housing facilities for Posts and Telegraphs Employees

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Tele-

graphs Department' be reduced by Rs 100 "

Inadequate housing facilities for Posts and Telegraphs Employees in Delhi

Shri Tangamani: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Provision of houses for only 160 out of 1,800 class III and IV employees of Railway Mail Services wing in Delhi

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Provision of houses for only 455 out of 3,700 of class III and IV of employees of Postal Wing in Delhi

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Failure to trace more than 101 cases during the last 12 years of losses in Delhi Station and Airmail Division (Delhi Railway Mail Services)

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Need for payment of winter and Hill allowance to employees in Mizo District

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Need to continue the services of N.D.T.O's in Madras circle

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Failure to place Town Inspectors of Post Offices attached to Calcutta G.P.O and other Head Post Offices in the grade of Rs. 80—220.

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Failure to take workers' representative in R.M.S Committee

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Failure to take workers' representative in Uniform Committee

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Inadequate promotional avenues of R.M.S. Class IV staff and mail-van guards

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100 "

Need to formulate rules for appointment of Jamadars

Shri Aurobindo Ghosal: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Dissatisfaction of postal employees on holidays

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for absorption of daily-paid porters in regular service

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need for absorption of porters not recruited through Employment Exchange

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Failure to absorb part time porters of Vijayawada Circle

Shri Aurobindo Ghosal: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100."

Failure to sanction a Waterman for travelling staff of mail offices

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Posts and Telegraphs Department' be reduced by Rs 100 "

Failure to revise the standard of Rest House attendants prescribed in 1949

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need to increase the number of delivery peons at Imphal post office and telegraph office

Shri L. Achaw Singh I beg to move

"That the Demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Need for opening telegraph offices at Nakchung and Moirang

Shri L. Achaw Singh I beg to move

"That the Demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs 100 "

Urgent need to increase the mercantile fleet

Shri Punnoose: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Need for more training ships

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Developmental scheme for sailing vessels

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs. 100."

Modernisation of sailing vessels

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Subsidy to sailing vessels

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Corruption in the medical examination of the seamen

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Mal-administration of Calcutta Shipping Office

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Failure to make the instructors of Training-ship of Calcutta permanent

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Failure to make the instructors and professors of Marine Engineering Training College of Calcutta permanent

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100 "

Need to allot more funds for the development of Marine Engineering Training College of Calcutta

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Need to open a post-graduate course in the Marine Engineering Training College of Calcutta

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Inadequate welfare activities for sea-men

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Failure to increase the number of Indian nationals in sea-men service at Calcutta

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Casual nature of service of sea-men

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Defects in the registration of sea-men

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Recognition of the representative union of the sea-men

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Corruption in the registration of sea-men

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Mercantile Marine' be reduced by Rs 100"

Development of light-houses

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Light-houses and Light-ships' be reduced by Rs 100"

Development of light-ships

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Light-houses and Light-ships' be reduced by Rs 100"

Need for transport facility for school-going children for civil aviation employees

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100"

Need for fixing duty hours of chowkidars employed in civil aviation department

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100"

Need for providing free marketing trips to employees working in our of the way aerodromes

Shri Tangamani: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need for giving gazetted holidays and Weekly offs to operational staff in civil aviation

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Fixation of seniority of clerks in civil aviation department

Shri Tangamani: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need for sanctioning of house rent and compensatory allowance to civil aviation employees as applicable to Central Government employees

Shri Tangamani: I beg to move: .

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need for expansion of ground facilities in the aerodrome at Madurai

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need for converting Madras-Madurai-Bangalore-Madras Circular route into daily service

Shri Tangamani: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100,"

Way aerodrome grass was auctioned especially in Mohan Bari, Dibrugarh

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Wastage in purchasing of air-coolers

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100."

Manner in which air-cooler is being utilised in the Safdarjang aerodrome

Shri Tangamani: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need for framing at an early date Service Code and Recruitment Rules for the employees of Civil Aviation Department

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100."

Need to construct terminal buildings on scheduled routes

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Need to construct quarters for Civil Aviation staff in Hyderabad, Pathankot and Gwalior

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100 "

Need for paying compensatory allowance to civil aviation employees in Qazigund, Banihal and Chandigarh as applicable to other Central Government employees

Shri Tangamani: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Attitude of the Administration towards civil aviation department employees union

Shri Tangamani: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs. 100 "

Allotment of civil aviation quarters to non-government employees in many centres like Bombay, Jaipur and Safdarjang

Shri Tangamani: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Misuse of vehicles for conveyance by aerodrome officers especially in Delhi, Amritsar and Trivandrum

Shri Tangamani: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Nationalisation of private air-companies

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100 "

Air-route of new-scheduled plans

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Development of Dum Dum Aerodrome

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Congestion in the Dum Dum Air-port

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need for air-port in Behala of West Bengal

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100."

Accident unit in Dum Dum Air-port

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100."

Need for nationalisation of non-schedule air lines

Shri Muhammed Elias: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Occupation of lower type of barrack accommodation by high officials to avoid paying standard rent in type of accommodation they are entitled to

Shri Muhammed Elias: I beg to move:

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Inadequacy of staff for important operational purposes like fire fighting etc.

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs. 100."

Undesirability of employing unskilled workers in hazardous jobs like fire fighting services.

Shri Muhammed Elias: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Irregular supply of liveries to the staff

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Undesirability of tramee pilots taking alcoholic drinks in the bars attached to the Flying Club at Delhi

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Sanction of special allowances to Gazetted officers working in the civil aviation training centre

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Annual eye test for the aerodrome staff

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Rationalisation of work-shops in the Department

Shri Muhammed Elias: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

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Provision of furniture in the various offices of Civil Aviation Department

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Recruitment to the post of Director of Training and Licensing

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Amount spent in furnishing the office of the Controller of Aerodromes, Delhi, beyond the laid-down standard

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Top heavy administration in the Civil Aviation Department

Shri Muhammed Elias: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Agartala air crash

Shri Aurebindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Amalgamation of Indian Airlines Corporation with the Air-India International Corporation

Shri Aurebindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Formation and composition of the Board of Airlines Corporation

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Formation and composition of the Board of Air-India International

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Loss incurred by the Indian Airlines Corporation

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Approach Road to Santa Cruz aerodrome of Bombay

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need to allocate more funds for flying clubs

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need to encourage Gliding Clubs

Shri Aurobindo Ghosal: I beg to move.

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need to provide better amenities to the Civil Aviation employees

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need to improve the service condition of Civil Aviation employees

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Non-payment of compensation for the lands acquired for Dum Dum aerodrome for the last 15 years

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need to increase the seats reserved for Imphal from 4 to 8 in the daily scheduled service of Indian Airlines Corporation from Calcutta

Shri L. Achaw Singh I beg to move

"That the Demand under the head 'Aviation' be reduced by Rs 100 "

Need to construct bridges on National Highways in Orissa

Shri B. C. Mullick: I beg to move.

"That the Demand under the head 'Central Road Fund' be reduced by Rs 100 "

Lapsing of the grants to States from the Central Road Fund

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head 'Central Road Fund' be reduced by Rs 100."

Need for expansion of the scope of utilisation of the Central Road Fund

Shri Aurebindo Ghosal: I beg to move:

"That the Demand under the head 'Central Road Fund' be reduced by Rs. 100."

Question of strengthening the bridges on the National Highway between Ernakulam and Nagercoil

Shri Pannose: I beg to move:

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs. 100"

Need for providing a pontoon bridge at the Mahanadi near Baudgharh

Shri P. K. Deo: I beg to move.

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Submersion of the Satarin Bridge on the National Highway No. 6 by the Bhimkund Project

Shri P. K. Deo: I beg to move.

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for metalling and replacing wooden culverts by P.C. culverts along the National Highway No. 6 between Sambalpur and Keonjhar-garh

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Desirability to set up transport co-operatives for running poor's transport service in Orissa

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

Need for completion of the Damodar bridge on the National highway from Calcutta to Bombay.

Shri Aurebindo Ghosal: I beg to move:

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs. 100"

Need for completion of Rujmarayan bridge on the National highway from Calcutta to Bombay

Shri Aurebindo Ghosal: I beg to move:

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for proper maintenance of National Highway.

Shri Aurebindo Ghosal: I beg to move

"That the Demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Question of reduction in the strength of trawlers in the Hindustan Ship Building Yard

Shri Pannose: I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs 100"

Failure of Ganga-Brahmaputra Water Transport Board in finding the solution for the problems of silting

Shri Aurebindo Ghosal: I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

Need for proper supervision over loan granted to the Joint Steamer Companies

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

Need for implementation of the recommendations of the rail-Sea Co-ordination Committee.

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

Delay in the submission of the report of the Inland Water Transport Board

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

Need for construction of Terminal Building at Madurai and Vijaya-wada aerodromes

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Inadequate provision for construction of residential quarters for employees

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Need for widening of Runway in Madurai aerodrome for receiving bigger aircrafts

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Need for construction of Pucca building for the Madurai Aerodrome

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Purchase of Viscounts by Indian Airlines Corporation

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Reasons for paying 13½ per cent extra in the purchase of first set of Viscounts from Vickers by Indian Airlines Corporation

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Liquidated damages collected from Vickers for the first contract for 5 Viscounts by Indian Airlines Corporation due to delayed delivery

Shri Tangamani: I beg to move:

"That the Demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Need to develop Paradip as major port

Shri B. C. Mullick: I beg to move:

"That the Demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

Need to have a major port at Paradip in Orissa

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

Delay in selecting the site for the second shipyard in spite of the report of the U.K. Shipyard Mission

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

Dredging and improving the Chandbali port in Orissa

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

Need to pay compensation for the land taken in Deogarh and Kuchinda sub-divisions of Sambalpur District, for improvement of National Highways.

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Need for having all-weather road communication for Tripura and Manipur with the rest of Assam

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Need for having all-weather road communication between Rudraprayag and Kedarnath and between Bela-Kochi and Badrinath in Uttar Pradesh.

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Desirability of providing more dak bungalows and rest houses with modern amenities along the Hardwar-Badrinath-Kedarnath route.

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Construction of the Gangtok-Nathula Road in Sikkim

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Need to construct bridges on the Mahanadi, the Biropa, the Brahmani, the Baitarani along the National Highway No. 5 between Cuttack and Balasore.

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Need to widen the culverts on the National Highways between Sambalpur and Rairakhol

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Need to have the Calcutta-Bhubaneswar-Hyderabad air service extended to Madras.

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100."

Working of the Hindustan Shipyard (Private) Limited, Visakhapatnam

Shri P. K. Deo: I beg to move:

"That the Demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100."

Delay in construction of Imphal-Tamenglong Road and Cachar Road in Manipur.

Shri L. Achaw Singh: I beg to move

"That the Demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs 100"

Mr. Deputy-Speaker: These cut motions are now before the House

Shri M. R. Masani (Ranchi-East) Mr Deputy-Speaker, I would like the House to focus its attention on a very much more mundane and pedestrian subject than the existing subjects that we have been discussing during the last few minutes

I realise that it is a hard task to settle down to the problems of the development of road transport. In the last nine or ten months, along with my colleagues Shri Harish Chandra Mathur and Shri C. R. Pattabhi Raman, I have had the opportunity of making a detailed study and investigation of the conditions of road transport in different parts of this country and I am sure we have benefited by the experience that we have obtained from this investigation. Unfortunately, the report of the Committee appointed by Government, the Road Transport Reorganisation Committee, could not be presented to Government in time for it to form the basis of discussion today. But it is now in the hands of the Government and I do hope that it will be found possible later this Session or, if that is not possible, at the beginning of the next Session to have a discussion of that Report and the very wide ground it covers.

Now, there are three separate aspects of road transport development to which I would like to invite attention of the House. Since the Railway Budget was presented there has been some kind of a campaign by the Railway Board to put pressure for retarding the development of road transport in this country. It started with the

Railway Minister's budget speech on 18th February, then there was a press conference, and on the 25th of that month there was a reply by the Railway Minister in the Upper House when he again repeated the idea that any duplication of transport facilities was a waste of national resources. Now, the absence of duplication is monopoly and there is no doubt that there is an element of monopolistic thinking in the case that has been presented by the spokesmen of the Railway Board. So it becomes necessary once again to consider what should be the broad basis of our national policy in regards to the co-ordination and competition of various forms of transport in our national life.

Two or three arguments are given by the railway spokesmen in support of their view that road transport should not be allowed to thrive wherever railways exist and can carry the traffic. The first argument is the protection of the investment made by the country in the railways which is undoubtedly substantial. The national investment on the railways is of the order of Rs 975 crores. But it so happens that it is not as considerable as the national investment on roadways. Now, the investment on roads and the vehicles which ply on the roads, which are also a national investment, is much larger and it is of the order of Rs 1,400 crores. Indeed, the figures show that the national investment in road transport exceeds that in all forms of transport and communication in this country. Here are the figures:

	Crores Rs.
Railways	975
Water transport, ports, ship-yards etc	203
Posts and Telegraphs and broadcasting	100
Two Airlines Corporations	16
Telephone industries	10
Miscellaneous	4

making a total of Rs 1310 crores in all, including railways, as opposed to Rs 1400 crores for road transport alone. These are approximate figures, but they give a good corrective to those who think that the investment in railways is so profound that everything must be done to safeguard it and to give it priority.

The fact is that the national investment in road transport is not being properly utilized today, and if there is a wastage of national resources it is on the roads and not on the railways. The Planning Commission have given the figures that in 1955 we had in this country 1.56 vehicles per mile of road, a very low figure, considering that even in Ceylon there are 8 vehicles per road mile. In the United Kingdom there are 25 and the USA 21. So, if there is any wastage of national resources or investment it is primarily on the roadways of India.

Another argument given is that the railways carry goods cheaper than the roads. That argument may be factually true for up to this day the cost of carrying goods per ton mile may be slightly lower on the railways than on the roads. But, similarly, because carrying goods by bullock carts is very much cheaper than carrying goods by railways, I hope it would not be argued that therefore railways should be stopped from plying wherever bullock carts can travel. The same factor that makes the railways nationally more valuable to this country than a bullock cart also operates in favour of roads against railways and that is the factor of speed. After all, transport is the annihilation of distance, and annihilation of distance in the minimum span of time. And the roads are superior to the railways, they are far superior to the railways in speed, just as the railways are superior to the bullock-cart. It may not be known that the average mileage covered by a railway wagon in India today is round about 48 miles per day. As against that, the aver-

age distance covered by a road truck is 150 miles, over three times as fast. Therefore, to say that roads may not compete with railways would mean retarding the economic development and growth of our country in a field which is so vital to the success of our plans.

There are many reasons why consumers prefer sending their goods or travelling by road in preference to railways. Speed is one of them, absence of pilferage is another; supply from door to door is the third, and the spirit of service, as opposed to the ways of the bureaucracy and officialdom is the fourth. All these factors make the consumer prefer roads to railways, where these factors are missing.

In fact, it is argued that if restrictions on road transport are removed, if road surfaces are modernised and truck trailers are put on the roads, the cost of road transport will come down further in this country and it will be possible for the roadways to compete with the railways even for distances of over 1,000 miles. After all, in the United States of America, the roadways are able to compete with the railways from coast to coast, a longer distance than what I have mentioned.

A third argument of the railways is that they carry coal at concessional rates and because they carry coal at concessional rates they must be allowed to charge higher rates on other finished goods, and the roads must not be allowed to compete with them. It is true that the railways do carry coal without making any profit. But that is of their own choice. If they wish to raise the coal rates, it is up to them to do so. And if the Government of India feel that in the national interest coal freight should be kept low, then the correct method of doing this is for the Government of India to give a subsidy to the railways to the extent of the

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concession that they want the railways to give the freight on coal. A hidden subsidy by mulcting one set of consumers for the benefit of another set of consumers is not only unsound in principle but it also disturbs the pattern and makes it difficult for the country to know what is happening. Therefore, sound finance requires that this concession be withdrawn and if the Government of India wish that concession to be maintained, then Government must vote a subsidy to the railways for carrying coal cheap. It should not be possible for the railways to mulct the other consumers by raising their freights on other goods so that the consumers of coal may benefit, that is, one set of consumers benefit at the cost of another set of consumers. Therefore, it can be seen that all these three arguments are very dubious.

The fact is that, throughout the world today road transport is overtaking railways as the progressive and modern form of transport. It is a technological change. Just as you move from the bullock-cart to the horse and from the horse to the railways, we are now moving on as a world from railways to road transport or motor transport, and to try to stop this progress is like Mr Partington with a broom trying to sweep back the waves of the sea.

Let me give a few figures to show how rapid and decisive is the change-over from railways to roadways throughout the world. In Italy between 1936 and 1954, the share of the railways the traffic declined from 68.8 per cent to 31 per cent, whereas that of road transport rose from 31.2 per cent to 69 per cent. In Sweden between 1925 and 1956, railway passenger coaches increased by 16 per cent but motor buses increased six-fold. Railway wagons declined from 59,000 to 56,000 while trucks increased from 19,000 to 112,000. In the U.S.A. between 1939 and 1953 goods traffic on

the railways increased by 83 per cent but that on road increased to 289 per cent. Railway passengers increased by 35 per cent but road passengers went up by 118 per cent. In the U.S.S.R., which is relatively backward in transport, even there the ratio of road to railway mileage is 22:1 as opposed to only 9.1 in our own country. Between 1940 and 1957, the number of motor vehicles quadrupled, that is, the manufacture of motor cars and motor vehicles multiplied four times, and today the Soviet Union is the second largest producer of motor vehicles, next only after the United States of America.

There you have a complete picture of the world advancing in a certain way and I do feel that while we have all goodwill for our railways and want them to survive, we cannot go against world technological trends and try to reverse the wheels of progress in our own country. We shall be hurting our own country and in the end it will not help the Railways.

There is a very important principle involved in all this and that is that a sound policy would lie in a combination of two factors. The first is the freedom of choice of the consumer to decide by what method of transport he or his goods will be carried. That is a principle that every democracy must respect.

The second principle is as to how best to utilise the national resources, taking a broad view of both sides—indeed, of all sides because you have got airways and waterways also.

So far as the principle of respecting the choice of the consumer is concerned, that is a principle that has been accepted by numerous Committees appointed by our Government. The Motor Vehicles Taxation Enquiry Committee, 1950, the Taxation Enquiry Commission of 1953-54, the Study Group for Transport Planning of 1955 and the Estimates Committee of Parliament in its Report in 1956-57

have all urged that in a free society such as ours, nothing should be done to thwart or distort the pattern of choice of the consumers of this country. They must be given a choice to go by road or to go by railways, as they desire or to send their goods in either manner.

Also, internationally, this principle has been given sanctity by all world bodies which are concerned. The Third World Meeting of the International Road Federation in October 1958 supported by the International Union of Railways, the International Road Transport Union, the International Union of River Navigation and the European Conference of Ministers of Transport, has endorsed the principle which is that "the user should enjoy unrestricted freedom of choice among the means of transport. Nothing should be done which would hinder the development of any particular form of transport or disguise the advantages it could offer or which would discourage its use in order to provide artificial support for any alternative form of transport"

In our own Parliament, when the Railway Budget was being discussed, we had a very impressive unanimity of opinion which was expressed by hon. Members of all Parties in both Houses of Parliament and we saw that the plea of the hon. Railway Minister to assert some kind of a monopoly was rejected with emphasis by all speakers in both Houses of Parliament. That was a demonstration of public opinion which was impressive and I am recalling it now because I would like the hon. Minister of Transport and the hon. Minister of State in the Ministry of Transport and Communications to feel that Parliament is behind them in anything and everything that they may legitimately do to advance the cause of road transport and that we hope and the House hopes that they will not allow themselves to be put under any pressure by the Railway Board, which I consider to be the most powerful vested interest in this country.

The real trouble is that in the last few years the national investment of capital in the Railways has exceeded reasonable proportions. In the First Plan the General Revenues contributed to the Railways was Rs. 140 crores. During the Second Plan, this figure has gone up to Rs. 700 crores. In a speech that I made in this House on the 27th March last year I had suggested that this was an over-investment, that the Railways did not really need all this amount, nor half the amount of foreign capital which this country was expending abroad, and that this amount could very well be diverted partly to roads which would give much better dividends if so invested. Today, the Railways come and say that the shortage of wagon loads has ended and that they have got wagon space to give. In other words, they are over-developed in relation to the needs of the consumer. If this is true, it is a warning to our Government not to invest any more capital resources or foreign capital in the development of Indian Railways, to realise that they have now reached their peak and to divert to road transport, aviation and waterways any capital resources and foreign exchange that they may have to spare.

Only yesterday, I was reading the address of the Chairman of the Indian Mining Association at the annual meeting of that Association in Calcutta on the 26th March and it did not seem altogether to confirm the claim of the Railways that wagons are available wherever they are wanted to carry goods. Coal is something which the Railways specialise in and give a concession for and yet the Chairman of the Association complained that the Railways are not able to handle the goods, that is the coal that need to be transported. I will quote just two sentences from his speech —

"... loading on the South Eastern Railway showed a reduction in 1958, when compared with the previous year"

Then he goes on to say:

"Unfortunately, despite the strongest representations made, the

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Railway Board appear to be able to offer little hope for improvement during the Second Five Year Plan period and the collieries served by the South-Eastern Railway in Bengal and Bihar has had no alternative but to defer their schemes for increased production "

So, I would suggest that the Railways attend to their primary task of carrying the coal and other freight that is offered to them and do not adopt a policy which might savour of being a "dog in the manger" attitude and trying to stop others from doing what they can do to serve the country. In fact, the railway traffic shows a very healthy increase. In 1955-56 it was 114 million tons. In 1956-57, it was 124 million tons. In 1957-58, it was 132 million tons and in 1958-59, it was 137 million tons. The Railways, which are doing so well, should not grudge similar development, even if it is faster, to other forms of transport and I wish that this attitude that they show of trying to retard others' development would be given up. I hold the view that there is ample scope in this country for the further development of both Railways and roads. Let not one come in the way of the other. It will be many years before one needs to tread on the toes of the other and meanwhile let us shed restrictive attitudes and welcome an all-sided development, both of our Railways and roads.

Before I conclude, a brief word on two small topics—not small topics, but a very brief word on two big topics. The first is the increased duty on diesel oil which forms part of the present Budget. Motor taxation in India is already heavy. The average motor vehicle in India pays Rs 2,070 per annum in taxes as opposed to Rs 1,192 average in Europe, which is much more developed and much more prosperous. This is hardly the time to cost further burdens on an industry, that is, road transport, which is already heavily taxed. The idea that

foreign exchange can be conserved by imposing this duty is a very doubtful proposition. As we all know, the pattern of production of our refineries is such that they can produce more petrol than this country needs but not as much diesel oil and kerosene as this country needs. It seems that the imbalance in this production between petrol on the one side and diesel on the other cannot be rectified beyond certain very modest limits. In this context the levying of a slightly increased duty on diesel is not going to stop people from using it, because the relative efficiency of diesel is so powerful that, in spite of this additional taxation, motor operators will still want to use diesel oil and diesel powered engines. If you go further and start stopping people from making diesel engines or using diesel engines, then you are going to spend more foreign exchange on that change-over to petrol engines than you would save by not importing diesel oil because today with one exception, all truck manufacturers in this country are making vehicles powered with diesel engines and most trucks are using diesel engines. If, now, you ask these trucks to change over to petrol engines, these engines will have to be made. The machinery to make these engines will have to be imported or the engines will have to be imported. The amount that you would spend on importing petrol engines or the capital goods to make petrol engines will be even more than what you would save by not importing diesel oil to the extent the country requires. My plea to the Transport Minister, therefore, would be to urge on his colleague the Finance Minister and the Government the necessity of finding the necessary foreign exchange for something which serves the 600,000 villages of our country, which, really, is something that touches the life of the villager either in his person or in the marketing of his goods, and not to think only of building big factories so that the foreign exchange needs of the countryside continue to be ignored.

The other point that I would like to make is the inadequate supply of vehicles. I shall finish with that. The demand for vehicles far outstrips the supply. We, therefore, find, there is a premium market in motor trucks developing in this country.

An Hon. Member: Motor cars too!

Shri M. R. Masani: and motor cars too, as my hon friend says. We are lagging sadly behind in respect of motor vehicles. May I say that no road transport development is possible unless the vehicles are there to put on the road. The Transport Commissioners' Conference, which met in Mussoorie in October, 1957, recommended an increase by 100 per cent over the existing goods vehicles in the country by 1960-61. Let us have this 100 per cent and say, let there be only a 50 per cent increase. Even so, it would mean 60,000 vehicles for goods transport plus 35,000 for passenger transport, making a total of 95,000 vehicles. To that we have to add another 55,000 to replace the old vehicles that are going off the road or should go off the road by reason of wear and tear. Therefore, the total requirements of this country by 1960-61 are 150,000 vehicles.

Let us see what is actually happening. In 1956, we only produced 14,000 vehicles. The Minister of State in this House stated on 27th March 1958 that the target for 1957-60 should be 136,000 vehicles, the balance of 150,000, thus making 150,000. That would be just sufficient for our national needs. But it is also a fact that as against these targets, very little is being produced. Actual production for 1957-58 is 20 per cent less than the estimated figures given by the Minister of State, and in 1958-59, we have done much worse. Actual production is 55 per cent less than the target laid down by the Minister of State in this House on 27th March, 1958. That being the case, I believe, the Transport Ministry would do well to bring its weight to bear on other departments of Government to see that foreign ex-

change and licences or permits to manufacture cars that are today being denied are made forthcoming. I believe that the Transport Ministry should have as much of a say in regard to the manufacture of cars and commercial vehicles as the Ministry of Commerce and Industry in whose portfolio this subject today falls. I do urge that the Planning Commission sit with these two Ministries and that the point of view of the Transport Ministry in regard to development of road transport might be taken into account when the licensing and grant of foreign exchange permits is made by the Ministry of Commerce and Industry. It seems to me that they have as much right to have a say in that matter as the other Ministry. I do hope that our able and dynamic Minister of Transport will throw even a little more of his weight behind this need of the country than he might have been doing, without our knowledge, in the past year, which, I am sure, he has been doing.

In conclusion, may I say that the purpose of the remarks that I have just made as is evident, is to give more strength, if I may say so, to the elbows of the Ministry of Transport. They are in charge of a very vital link in our economic chain, a link that opens up our villages to the ports and the cities and which brings the peasants' produce and foodgrains to the market, a link which serves the poor man where the railway does not touch his village or come anywhere near it. I want to assure the Minister of Transport and his colleague that this House wishes them well and it hopes that they will stand up for the very vital service that they represent, and that, with redoubled effort, they will be able to give it the place which it deserves in our national life.

श्री रघुनाथ सिंह (वाराणसी)

उप्राध्यक्ष महोदय, कलकत्ता पोर्ट के सम्बन्ध में श्री मनायन ने आपको कुछ बतलाया है और उस और आपका ध्यान आकर्षित किया है। बंगाल असैम्बली में २६ दिसम्बर, १९५८ को इसके सम्बन्ध में एक प्रस्ताव उपस्थित हुआ

[श्री रघुनाथ सिंह]

था और उस प्रश्न में यह भाष्य दिया गया था कि सेंट्रल गवर्नमेंट सीधे से सीधे इस की ओर ध्यान दे। मैं आपको बतलाना चाहता हूँ कि कलकत्ता पोर्ट की समस्या दिन-पर-दिन भयंकर रूप धारण करती जा रही है। यह पोर्ट समुद्र से करीब १२० मील की दूरी पर है। लेकिन हृदया से लेकर के कलकत्ता तक करीब ११ बालू के बार हो गये हैं। और बिलारी बार तो इतना खतरनाक हो गया है कि उससे बड़े जहाजों के आने की सम्भावना बहुत ही कम हो गई है। कलकत्ता पोर्ट से नौ करोड़ टन माल हर साल एक्सपोर्ट इम्पोर्ट किया जाता है। इसमें से ६० परसेंट चाय है, चायल सोड्स है, कोयला है और और है। इसके अलावा करीब ४६ से लेकर ४८ परसेंट तक जो एक्सपोर्ट इम्पोर्ट हिन्दुस्तान का है वह केवल कलकत्ता पोर्ट से होता है। १५०० जहाज कलकत्ता पोर्ट पर हर साल आते हैं अर्थात् चार जहाज कमसे कम रोज कलकत्ता पोर्ट में औरमी गोदग जहाज आने हैं।

इस प्रकार में कलकत्ता की पोर्ट का सम्बन्ध केवल वेस्ट बंगाल से नहीं है बल्कि सात सूबों से है और एक देश से है। कलकत्ता पोर्ट से असम, बंगाल, भूटान, सिक्किम, बिहार, उत्तर प्रदेश, उड़ीसा का काम चलता है और इन सात सूबों में केवल यह ही एक ऐसा बड़ा पोर्ट है जहाँ से कि एक्सपोर्ट होता है। इसके अलावा एक देश नेपाल भी है जिस का एक्सपोर्ट-इम्पोर्ट इसी स्थान में होता है। पाच लाख बर्ष मील का जो हिन्दुस्तान का भूखण्ड है, उसका भाग इस पोर्ट के साथ जुड़ा हुआ है। यही नहीं हिन्दुस्तान की ३५ करोड़ आबादी में से १८ करोड़ का भाग्य इस पोर्ट के साथ जुड़ा हुआ है क्योंकि एक्सपोर्ट-इम्पोर्ट के लिए यही पोर्ट है जहाँ से वह हो सकता है। जैसा कि मैंने कहा कि डायमंड हार्बर से लेकर कलकत्ता तक सात बार हो गये हैं और आवागमन बहुत कठिन हो गया है। बड़े जहाज तो आ नहीं सकते

हैं और जो बड़े जहाज आते भी हैं वे कराची, काडला, बम्बई, मद्रास इत्यादि स्थानों पर अपना बहुत सा सामान उतार करके आते हैं ताकि वे हल्के हो उकें।

हुगली नदी की अवस्था यह है कि कहीं कहीं तो उसमें सात फुट पानी है। आप जानते हैं कि जो कि सामुद्रिक जहाज होता है उसकी ड्राप्ट कम से कम २६ फुट होती है। जब ड्राप्ट २६ फुट होती है तो ऐसे बड़े जहाजों का कलकत्ता पोर्ट में आना बिल्कुल असम्भव हो जाता है। आज से ४०० वर्ष पहले गंगा नदी की तीन शाखाएँ हुई थी, एक पद्मा, दूसरी विद्याधरी और तीसरी भागीरथी। भागीरथी का नाम हुगली है। पाटिषान के बाद ऐसा कुछ हुआ कि पद्मा नदी पाकिस्तान साइड में चली गई और चार सौ बरस में कुछ ऐसा डिवेलपमेंट हुआ कि हिन्दुस्तान की तरफ जो पानी आता था दो धाराओं में विद्याधरी में और भागीरथी में पानी धीरे धीरे कम होने लगा। अवस्था यह हो गई कि विद्याधरी जो एक समय बहुत बड़ी धारा वाली नदी थी और जो कि कलकत्ता से ईस्टर्न साइड में थी, आज दस बरस के अन्दर सूख गई है। विद्याधरी धारा जो हुगली से बड़ी है, आज उसका नाम इतिहास के पन्नों में धरा रह गया है और वह समाप्त हो गई है। यही अवस्था हुगली की है। अगर हुगली नदी की तरफ ध्यान नहीं दिया जाएगा तो कलकत्ता पोर्ट का नाश हो जाएगा और कलकत्ता पोर्ट की भी वही अवस्था होगी जो कि आज से २३ सौ वर्ष पूर्व हिन्दुस्तान के पोर्ट ताम्रलिप्ति का हुआ था, २३ सौ बरस के अन्दर उसका नाश हो गया है और वह एक ऐतिहासिक बीज बन कर रह गई है।

कलकत्ता पोर्ट के लिए दो चीजें बहुत ही खतरनाक हैं। एक तो सिल्टिंग है। नौ करोड़ टन बालू प्रतिवर्ष हुगली नदी में आता है। हमारी मिनिस्ट्री ने दो ट्रेजर रखे

है। दो ट्रेजर रखने से कुल जमा पूंजी ६० लाख टन सिल्ट बालू हुगली नदी से हटा कर चैनल बनाया जाता है। लेकिन यह ६० लाख टन जो बालू हटाया जाता है यह कहीं हुगली नदी से पार नहीं फेंका जाता बल्कि हुगली नदी में ही चैनल बना करके उसे छोड़ दिया जाता है। इसका यह भयं हुमा कि नी करोड़ टन बालू प्रतिवर्ष जो हुगली नदी में आता है वह बालू उसी के पेटे में जम रहा है। इसका फल यह हुमा कि २० बरस के अन्दर हुगली नदी का पेड़ा एक फुट ऊपर हो गया है अगर हुगली नदी की यही अवस्था रहेगी तो आप देखेंगे कि १४० बरस में हुगली नदी बिल्कुल जम जाएगी, बिल्कुल सुख जाएगी और जहाजों का चलना तो क्या, गाय बैल ही वहा दिखाई देंगे। वहा पर आदमी रह सकेंगे यह नहीं कहा जा सकता। कलकत्ता की साठ लाख की आबादी है, खडहर के रूप में हम को यह जगह दिखाई देगी, अगर आज ही से हमने अपने प्रयास को शुरू नहीं किया। इसका वही हाल होगा जो कि ताम्रलिप्ती का हुआ था।

अब मैं सिलिनिटी पर आता हू। पानी नमकीन इसलिए होता है कि जब बोर आता है, टाइड आता है तो समुद्र का नमकीन पानी आ जाता है और मीठा पानी इतना नहीं होता है कि वह नमकीन पानी को ढकेल कर ले जाये। जब टाइड आता है तो समुद्र का पानी ८० मील ऊपर तक जाता है और जो हुगली का पानी है, उसमें वह पानी मिल जाता है और पानी खारा हो जाता है। इसलिए समस्या यह है कि अगर पोर्ट को कायम रखना है तो दो चीजें निहायत जरूरी है और जिन को किया जाना चाहिये। एक तो बैरिज आयल या कोल की जरूरत होनी चाहिये और दूसरे हर जहाज को पानी की बहुत आवश्यकता होती है और इस का प्रबन्ध होना बहुत आवश्यक है। आज कलकत्ता में लोगों को पानी न मिलने की समस्या उत्पन्न हो गई है। साठ लाख आदमी कलकत्ता में रहे हैं और इस हुगली नदी

से पानी लेते हैं। लेकिन आज एक बिकट समस्या उपस्थित हो गई है। बीस बरस के बाद हुगली नदी से पानी मिल सकेगा या नहीं यह निश्चयपूर्वक नहीं कहा जा सकता है। इस वास्ते एक शोधनीय स्थिति पैदा हो गई है। कलकत्ता पोर्ट और कारपोरेशन ने ट्यूब वेल खोदे लेकिन जो ट्यूब वेल खोदे गये वे दो बरस के बाद ब्रेकार हो गये क्योंकि नमकीन पानी उन में आ मिला और सब के सब ट्यूबवेल रद्दी हो गये। इस वास्ते अगर हम पानी का प्रबन्ध करेंगे तो मैं समझता हूं अच्छा होगा। आप कहेंगे कि कितने पानी की आवश्यकता है। मैं समझता हूं कि १५ हजार से २० हजार क्यूबिक पानी अगर हुगली नदी में आ जाए तो कलकत्ता पोर्ट की रक्षा की जा सकती है।

हमारे एक माननीय सदस्य ने फराल बैरेज का जिक्र किया है। मैं कहूंगा कि अब तक ८ इन्क्वायरी हो चुकी है। १९२० में पहली इन्क्वायरी हुई। १९२६ में सर विलियम विलकाक्स जिन्होंने कि इजिप्ट में नाइल पर बैरेज बनाया था वह आए, उन्होंने इन्क्वायरी की। १९२७-२८ में फिर वह हुई। १९३६ से लेकर १९४१ तक हाइड्रोलिक आबजर्वेशन हुआ। १९४८-४९ में फिर बंगाल के इंजीनियरों ने इन्क्वायरी की १९५० में सेंट्रल वाटर एंड पावर कमिशन की तरफ से इन्क्वायरी हुई। इन सब से संतोष नहीं हुआ। १९५४ में गोखले कमेटी कायम हुई। फिर १९५७ में एक जर्मन एक्सपर्ट श्री हैसन आए, उन्होंने रिपोर्ट दी। ४० बरस से इन्क्वायरी होती आ रही है, और आठ-आठ इन्क्वायरी हो चुकी हैं, लेकिन किसी कन्क्लूशन पर हम नहीं पहुंच पाये हैं। मैं पाटिल साहब से कहना चाहता हूं कि आप बहुत योग्य हैं, आपने वैश है, इमैजिनेशन है, कल्पना है और मैं चाहता हू कि आप अपने इस काल में ही इस चीज को हाथ में लें और इसको करे क्योंकि इसके साथ १८ करोड़ लोगों का तथा सात प्रान्तों का माय्य जुड़ा

[श्री रघुनाथ सिंह]

हुआ है और साथ ही साथ नेपाल का भी इससे सम्बन्ध जुड़ा हुआ है और मैं समझता हूँ कि अगर आप इस को करेंगे तो यह इतिहास में एक नई चीज होगी।

दूसरी बात मैं यह कहना चाहता हूँ कि इस प्रासीडिग्न को देखने से पता चलता है कि यह सजेस्ट किया गया था कि एक इन्टर स्टेट बोर्ड बनाया जाय। मैं समझता हूँ कि यह रिपोर्ट आप के पास होगी। मैं इन्टर स्टेट बोर्ड इस लिये चाहता हूँ कि इनलैंड वाटरवेज की समस्या एक स्टेट से हल नहीं होगी। इनलैंड वाटरवेज के लिये जब बंगाल, बिहार, यू० पी० और आसाम यह चारो स्टेट्स मिल कर प्रयत्न करेंगे तभी यह समस्या हल हो सकेगी और अगर हुगली में पानी आयेगा तो वह इनलैंड वाटरवेज के द्वारा ४५० मील का मार्ग बन सकता है।

अब करीब २ करोड़ रुपया हर साल ब्रिजिंग में खर्च करते हैं। फरक्का बैरज में ४० करोड़ में ले कर ६० करोड़ रुपया तक खर्च होगा। आप आखिर क्यों ३ करोड़ रुपया लगा कर बड़ी की मिट्टी उठा कर वहाँ पर डालते हैं। उस के बजाय अगर आप ६० करोड़ रुपया लगा दें, जो रुपया २० वर्ष में खर्च करना है, उस को एक दम से इन्वेंट कर दें तो इस के लिये आप को कुछ सूबे ही नहीं, साग हिन्दुस्तान धन्यवाद देगा।

अब मैं आप का ध्यान जरा जहाजों की तरफ आकर्षित करना चाहता हूँ। इस वक्त दुनिया में कुल मिला कर ११ करोड़ ८० लाख टन की जी० आर० टी० टनेज के जहाज हैं। इस में २८५० परसेन्ट टकर है। लेकिन इस ११ करोड़, ८० लाख टन में से हमारा सिर्फ ६ लाख ४० हजार टन का टनेज है। अर्थात् हमारा जो भीसत है विश्व के टनेज में वह सिर्फ ५४ परसेन्ट है। चार वर्षों के अन्दर हम ने सिर्फ ०४ परसेन्ट की प्रगति की है। इन चार वर्षों में जब कि दुनिया

इतनी आगे बढ़ गई है हम ने केवल ०४ परसेन्ट प्रगति की है। इस के मुकाबले मैं आप अर्जेंटाइना को देखिये। सन् १९४७ में हम ने तय किया था कि हिन्दुस्तान में २० लाख टन के जहाज होंगे। सन् १९४६ में अर्जेंटाइना ने भी इस समस्या को उठाया। उस वक्त अर्जेंटाइना के पास १ लाख ३४ हजार टन के जहाज थे और हमारे पास करीब २ लाख टन के जहाज थे। आज अर्जेंटाइन के पास १५ लाख २७ हजार का जी० आर० टी० टनेज है और हमारे पास केवल ६ लाख ४० हजार जी० आर० टी० का टनेज। अगर हम दोनों देशों को कम्पेयर करें तो हमारी तुलना में उस की प्रगति बहुत अच्छी रही है। इस लिये हम को चाहिये कि हम जितना भी अपना टनेज बढ़ा सकें उतना बढ़ावें।

सन् १९४८ में मिर्फ ८५ हजार टन के जहाज हमारे यहाँ ज्यादा हुए। इसके अलावा हम टन टन १ लाख २४ हजार टन के जहाज ग्रैन शिपयाडों में बना रहे हैं। इन को जोड़ लिया जाय, और ६ लाख ४० हजार टन हमारे पास पहले में हैं। १ लाख ३६ हजार टन और जहाज चाहिये, ४० हजार टन के रिप्लेसमेंट की व्यवस्था है। इस तरह से १ लाख ७७ हजार टन के जहाज और हो तो जो हमारा द्वितीय पंचवर्षीय योजना का टारगेट ६ लाख टन के जहाजों का है वह पूरा हो सकता है। द्वितीय पंचवर्षीय योजना में ३७ करोड़ जहाजी कम्पनियों के वास्ते या जहाजों के विकास के वास्ते दिया गया। आज से एक वर्ष पहले ३७ करोड़ रुपया खत्म हो गया। हमारे श्री पुत्र साहब ने बड़े जोरो के साथ कहा और गवर्नमेंट की आलोचना की कि वह प्राइवेट सेक्टर को एनकरेज करना चाहती है। मैं कहना चाहता हूँ कि इस ३७ करोड़ ८० में से २१ करोड़ ८० तो पब्लिक सेक्टर को दिया गया और सिर्फ १६ करोड़ रुपया प्राइवेट सेक्टर को दिया गया। इस १६ करोड़

२० में से भी आप देखेंगे कि जो इंडियन स्टीमशिप कम्पनी का हिस्सा अधिक है। इस १५ करोड़ २० में भी २ करोड़ रुपया कम्पनी का रक्खा गया है और १३ करोड़ २० कर्ज सरकार से लिया गया है। अगर इस कम्पनी को पोट करना है और उस की सहायता करनी है तो २ करोड़ रुपया तो कम्पनी का होगा और १३ करोड़ रुपया सरकार से लिया जायेगा तो इस से तो अच्छा यही है कि पब्लिक सेक्टर हो। ऐसी कम्पनियों को बहुत ज्यादा उत्साह देना ठीक नहीं है।

अब आप कहेंगे कि हम को चाहिये १ लाख ७७ हजार टन के जहाज और इस वास्ते हमें २७ करोड़ रुपया चाहिये। जो ३७ करोड़ रुपया अलाट हुआ था उस में स अब एक पैसा भी नहीं है। यह २७ करोड़ रुपया आखिर कहा से आयेगा? जो हमारा टारगेट है ६ लाख टन का वह कैसे पूरा होगा। फाइव एअर प्लैन में शिपिंग को इन्क्लूड नहीं किया गया। हर साल हम १५० करोड़ रुपया फ्रेट के रूप में विदेशों को भेजते हैं। अगर इस को हम फाइव एअर प्लैन में रख लेते हैं तो १५० करोड़ रुपया हर साल बचाया जा सकता है। यह बड़े अफसोस की बात है कि शिपिंग को इस सेकेण्ड फाइव एअर प्लैन में इन्क्लूड नहीं किया गया। मेरी मांग है कि इस को सेकेण्ड फाइव एअर प्लैन के कोर् में शामिल होना चाहिये क्योंकि यह हिन्दुस्तान का एक बहुत बड़ी इन्डस्ट्री है।

इस के बाद मैं आप को बतलाऊ कि जो यह २७ करोड़ रुपया है उस में कम से कम ६ करोड़ रुपया का हमें फारेन एक्स्चेंज चाहिये क्योंकि हम आज जो जहाज लेते हैं वह डेफर्ड पेमेन्ट पर लेते हैं। २५ परसेंट रुपया नकद देते हैं और बाकी का पेमेंट सात या आठ वर्ष में होता है। यह ६ करोड़ रुपया फारेन एक्स्चेंज के लिये श्री मोरारजी देसाई को कहीं न कहीं से ला कर देना चाहिये, तब तो हमारा टारगेट पूरा होगा, नहीं तो वह पूरा नहीं हो सकता। एक बात और देखिये।

जैसा मैं ने कहा १५० करोड़ रुपया हम फ्रेट के रूप में विदेशों को देते हैं। उस में हमारा हिस्सा क्या है? सन् १९५५-५६ में हम ने जो फारेन एक्स्चेंज की प्रगति की वह थी १२ करोड़ ६८ लाख २०, सन् १९५६-५७ में वह थी १७ लाख ८८ करोड़ रुपया और सन् १९५७-५८ में वह थी २० करोड़, ६८ लाख रुपया। इस वक्त दुनिया में जितना सामान डोया जाता है उस का ७५ परसेंट जहाजों से डोया जाता है। यही बजह है कि आज सारी दुनिया में जहाज के व्यापार पर जोर दिया जा रहा है। हमारे श्री पुत्रस साहब यहां नहीं हैं। उन्होंने प्राइवेट सेक्टर के ऊपर बहुत ज्यादा धटक किया। मैं उन से दावे के साथ पूछना चाहता हू कि वह कोई ऐसी मिसाल दें जिस में रूस और चीन के सिवा कहीं भी शिपिंग का व्यापार पब्लिक सेक्टर में हो। आज दुनिया में ८० देश हैं जिन को मेरिटाइम स्टेट्स कहा जाता है। उन में से किसी भी देश में, सिवा चीन और रूस के, शिपिंग पब्लिक सेक्टर में नहीं है। और रूस और चीन, जहां तक मेरिटाइम स्टेट्स का सम्बन्ध है कोई बहुत प्रसिद्ध प्राप्त देश नहीं है। मैं पूछना चाहता हू कि सारे विश्व को जो ७५ प्रतिशत परिवहन व्यापार है उस में हमारा कितना हिस्सा है? आज विश्व में जो भी मान डोया जाता है इस तरह से उस में हमारा हिस्सा सिर्फ १.६६ परसेंट है। यह कितनी दयनीय स्थिति है?

13hrs.

अब आप देखिये कि हम ने शिपिंग में करीब ७ करोड़ रुपया पहले से ज्यादा फारेन एक्स्चेंज में प्राप्त किया। लेकिन हम उस को और बढ़ा सकते हैं अगर हमारे पास जहाज हो जायें। इस १५० करोड़ में कम से कम ७५ करोड़ २० तो हम फारेन एक्स्चेंज का भारत में ला ही सकते हैं। दुनिया में इस वक्त जहाजों की समस्या क्या है? इस समय दुनिया में ६४ लाख टन के

[श्री रघुनाथ सिंह]

जहाज बेकार पड़े हैं। जितने शिपिंग पोर्ट्स हैं

उपाध्यक्ष महोदय अब आप का समय खत्म हो गया।

श्री रघुनाथ सिंह सब को तो आधा-आधा घंटा तक मिला है। मुझे

उपाध्यक्ष महोदय आप तो गहरे समुद्र में उतर गये हैं। इस लिये आप को बहुत समय लगेगा। २० मिनट तो हो गये मैं क्या करूँ ?

श्री रघुनाथ सिंह मैं इस में एक भी इरेलेबेंट बात नहीं कर रहा हूँ।

उपाध्यक्ष महोदय मैं तो बिल्कुल ऐसी बात नहीं कहता। लेकिन आप जमीन पर नहीं हैं। घड़ी का भी तो स्थान कीजिये।

श्री रघुनाथ सिंह मेरा तो जहाज का ही काम है मुझे जमीन पर आना ही नहीं है। खैर। मेरा निवेदन है कि भारत में जो टनेज है उस की तरक्की की जाय। आज हमारे पास शुगर कैरियर एक भी नहीं है और कैरियर एक भी नहीं है। आयल टैंकर सिर्फ एक है। लेकिन आज आप दुनिया के आयल टैंकरो की स्थिति को देखिये। फुल शिपिंग के २८ परसेन्ट आयल टैंकर दुनिया में हैं। हमारा पास तीन रिफाइनरीज हैं एक रिफाइनरी और लगाने जा रहे हैं। अगर हमारे पास और आयल टैंकर हो तो हम अपने फारेन एक्स्चेन्ज को कजर्व कर सकते हैं।

यहां पर डिस्ट्रिबुशन का सवाल भी आ जाता है। मैं बताना चाहता हूँ कि फ्रांस ने अपने यहाँ नियम बनाया है कि फ्रांस के अन्दर जितना आयल इम्पोर्ट होगा उस में ७५ परसेन्ट आयल केवल फ्रांसीसी जहाजों से आ सकता है। मैं नहीं समझता कि जब हमारे यहाँ इतनी रिफाइनरीज हैं तो हम क्यों नहीं कह सकते कि हमारे पास ५, ६, ७,

८ टैंकर हो और हमारे देश में २० परसेन्ट से ५० परसेन्ट तक, जो आयल यहाँ आये उस का, हिन्दुस्तानी टैंकरो से आयेगा ताकि हम को वह रुपया विदेशों को न देना पड़े ?

इस के बाद मैं कहना चाहता हूँ कि हमारे देश के ऊपर बड़े-बड़े भयंकर आक्रमण किये गये। इंग्लैंड का जो शिपिंग चैम्बर है उस ने अभी हाल में कहा है

"In the case of India, that country openly advocates and indulges in an act of discrimination in means of achieving her avowed policy of shipping expansion"

यह "शिपिंग वर्ल्ड" में दिया हुआ है। आठ या नौ रोज हुए हिन्दुस्तान के ऊपर यह आक्रमण किया गया। दूसरा आक्रमण भी हुआ हिन्दुस्तान के ऊपर। यू० के० में जो चैम्बर आफ शिपिंग है उस की ऐनुअल रिपोर्ट में है

"Discriminatory shipping clauses in treaty were included by 35 countries with Argentina, Brazil, Egypt and India"

यह इन्क्लूड जो कि एक बड़ी मॉरिटाइम स्टेट है उन्होंने यह कहा है लेकिन हिन्दुस्तान उसको करने के बास्ते बाध्य है।

उपाध्यक्ष महोदय, मैं मदन को बतलाना चाहता हूँ कि दुनिया के ८० देशों में में ४५ देश ऐसे हैं जिन्होंने की ट्रीटी में यह क्लॉज रक्खा है कि उनके देशों में जो बाहर से सामान आयेगा वह ५०-५० बेसिस पर आयेगा। अमरीका ने यह ला बनाया है कि अमरीका में जो सामान आयेगा वह ५० परसेंट तो अमरीकी जहाजों पर आयेगा और बाकी ५० परसेंट अन्य जहाजों पर। हिन्दुस्तान ने ५० परसेंट का कोई सवाल नहीं रक्खा है। मेरा श्री पाटिल साहब और श्री राजबहादुर साहब से निवेदन है कि हम भी यह ५०, ५० का बेसिस अपने बास्ते रखें। फ्रांस में ७५ परसेंट की बेसिस है। अब जब कि ४५ हमारे पड़ोसी

मूलक इस पालिसी पर अमल कर रहे हैं तो हम भी क्यों न उसका अनुसरण करें। अब इस पर इंग्लैण्ड तो चिल्लायेगा ही और वह कामब्याह चिल्लायेगा क्योंकि जैसे जैसे दुनिया के देशों में जहाजों की तरक्की होगी, इंग्लैण्ड का व्यापार कम होता जायगा। इस वास्ते हमें उनके चिल्लाने की ज्यादा फिक्र नहीं करनी है।

दूसरी बात कोस्टल शिपिंग के विषय में मुझे यह कहनी है कि हमारे श्री मसानी साहब ने बड़े जोरों से रोड ट्रान्सपोर्ट को बढ़ावा देने की बात कही है। अब जहां तक कोस्टल शिपिंग का ताल्लुक है हिन्दुस्तान में ही नहीं सारी दुनिया में उसका कोई भविष्य नहीं है और जैसे-जैसे रेलवे और रोड ट्रान्सपोर्ट की एफिशिएन्सी बढ़ेगी वैसे-वैसे कोस्टल शिपिंग कम होती जायगी। मैं इस सम्बन्ध में यू० के० की एक एग्जाम्पल आपके सामने रखना चाहता हूँ जो कि एक मैरिटाइम स्टेट है। यू० के० में दो वर्ष के अन्दर ७५००० टन के जहाज कोस्टल शिपिंग में हट गये। ३५ हजार टन के जहाज तो सन् १९५७ में रैड्यूस् हो गये और ४०००० टन के जहाज १९५८ में कम हो गये।

भारत में कोस्टल शिपिंग में सिर्फ दो चीजें ढोयी जाती हैं कोयला और नमक। इंग्लैण्ड में भी कोयला ढोया जाता है। जब हमारी रेलवेज और रोड ट्रान्सपोर्ट एफिशिएंट हो जायगा और डेवलप हो जायेगा तो कोयला कोल फील्ड से बायलर शौड तक सीधे पहुंच जाया करेगा। शिपिंग वाले लॉडिंग और अनलोडिंग चार बार करवाते हैं लेकिन रेलवे और रोड ट्रान्सपोर्ट में यह सिर्फ दो बार करवाना पड़ेगा। एक दफा लाद देगे फिर जाकर उसको उतार देगे। इसलिये जहां तक कोस्टल शिपिंग का सम्बन्ध है सारी दुनिया में यह कम हो रही है। इंग्लैण्ड में ७५००० टन के जहाज बिल्कुल बेकार हो गये और इंग्लैण्ड की पालिसी यह हो रही है कि वह रेलवेज और रोड ट्रान्सपोर्ट

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का खर्च बढ़ा रहे हैं। हमारे श्री मसानी साहब कहते हैं कि रोड ट्रान्सपोर्ट को हम बढ़ायें लेकिन उसका अक्षर कोस्टल शिपिंग पर होगा और वह कम हो जायेगी।

एक बात मुझे और कहनी है

उपाध्यक्ष महोदय अब तो माननीय सदस्य को खत्म करना चाहिये।

श्री रघुनाथ सिंह : बम एक मिनट। मैं सिर्फ एक बात और कहना चाहता हूँ कि हिन्दुस्तान की जहाजी तरक्की कैसे होगी। उसकी तरक्की इस प्रकार से होगी और मैं इस सम्बन्ध में आपको बतलाऊँ कि जापान में और इटली ने

श्री राजेन्द्र सिंह (छपरा) मैं आपसे पूछना चाहता हूँ कि आखिर आपकी मंशा क्या है? आप चाहते क्या हैं कोस्टल शिपिंग तरक्की करे या न करे या आप ऐसा सोचते हैं कि अब उसकी तरक्की करने की कोई गुंजाइश नहीं है इसको साफ किया जाय?

श्री रघुनाथ सिंह : कोस्टल शिपिंग तरक्की करने चाहे न करे। अब समय ही कुछ ऐसा आ रहा है कि कोस्टल शिपिंग आप में आप खत्म हो जायगी जैसे कि वह इंग्लैण्ड में धीरे-धीरे खत्म हो रही है। इंग्लैण्ड में जैसे-जैसे रेलवे और रोड ट्रान्सपोर्ट की तरक्की होगी वैसे-वैसे फ्राटोमैटिकली यह खत्म हो जायगी।

हिन्दुस्तान में जहाजों की तरक्की कैसे होगी मैं इसके बारे में एक बात कहना चाहता हूँ। आप देखिये कि इटली, जर्मनी और जापान ने शिपिंग में कैसे तरक्की की

उपाध्यक्ष महोदय अब आप अपने को एक ही बात तक महदूद रखियेगा और दूसरी बात पर आहिस्ता से न चले जाइयेगा।

श्री रघुनाथ सिंह : ठीक है एक ही बात सही। अब इटली जर्मनी और जापान इन चीनों मुझों ने कौनसी पालिसी अख्तियार की

[श्री रघुनाथ सिंह]

जिससे कि आज वे दुनिया में सबसे ज्यादा जहाज बनाने वाले मुल्क हो गये और जहाज बना करके वे इतना रुपया कमा रहे हैं कि इटली में अगर घाटा हो जाता है तो ४ परसेंट वहां की गवर्नमेंट देती है और अगर वह रुपया शिपिंग में लगाया जाय तो उस रुपये पर इन-कम टैक्स का एक भी पैसा नहीं लिया जाता है। इसके अलावा कारगो प्रीफेस फ्रांस देता है और वह इस तरह कि ६६ परसेंट कूड प्रायल जो एक्सपोर्ट होगा वह सिर्फ फ्रांसीसी जहाजों से होगा। इस तरह से फ्रांस में चाहे एक्सपोर्ट हो अथवा इम्पोर्ट, ६६ परसेंट की लिमिट लगा दी है। मैं समझता हूँ कि कारगो प्रीफेस ५०, ५० होना चाहिये और हमें घाटे पर सबमिडी देनी चाहिये। अब जापान फ्रेट भरनिंग पर २० परसेंट की रिलीफ देता है या ८० परसेंट फ्रेट पर छूट देता है और इनकमटैक्स सिर्फ २० परसेंट पर चार्ज करता है।

अब जहां तक डैप्रीसिएशन चार्ज का सवाल है हिन्दुस्तान में यह साढ़े चार परसेंट से ५ परसेंट तक है। वेस्ट जर्मनी में मवा ६ परसेंट है और पिछले दो साल में १५ परसेंट डैप्रीसिएशन चार्ज काटने है। जापान में ११ परसेंट काटते हैं और पिछले तीन वर्षों में ५० परसेंट काटने लगे हैं और नीदरलैण्ड में ३३ परसेंट ४ वर्ष तक काटते रहते हैं।

शिपिंग की तरक्की के लिये मेरे तीन सुझाव हैं। एक सुझाव तो यह है कि जो रुपया शिपिंग में इनवैस्ट किया जाय उस पर इनकम टैक्स नहीं लेना चाहिये। दूसरी बात यह है.....

उपाध्यक्ष महोदय : अब तो मेम्बर साहब खतम ही कर दें।

श्री रघुनाथ सिंह : वस तीन जुमले और कह कर खतम कर दूंगा।

उपाध्यक्ष महोदय : पता नहीं वह आपके तीन जुमले कितने लम्बे होंगे।

श्री रघुनाथ सिंह : मुझे सिर्फ यही कहना है कि जो रुपया शिपिंग में इनवैस्ट किया जाय उस पर इनकमटैक्स न हो और डैप्रीसिएशन चार्ज जापानी पद्धति से लगाने चाहिये इसके अलावा जो सबसिडी है वह सबसिडी इतनी दी जाय कि जिससे अगर घाटा हो जाय तो घाटे पर ४ परसेंट गवर्नमेंट उनको लाभ दे। यह मेरे तीन सुझाव हैं और यदि इनके अनुसार काम हो तो मुझे आशा और विश्वास है कि हिन्दुस्तान की शिपिंग की तरक्की हो सकती है।

श्री का० च० जेना (बालामोर रक्षित अनुसूचित जानिया) उपाध्यक्ष महोदय, मैं आपका आभारी हूँ कि आपने मुझे ट्रामपोर्ट और कम्युनिकेशन्स मिनिस्ट्री की खर्च की डिमाण्ड्स पर बोलने का मौका दिया। मैं इन डिमाण्ड्स का समर्थन करता हूँ।

सरकार के दो मुख्य कार्य होने हैं एक तो लोगों की सेवा करना और दूसरा शान्ति कायम रखना। इस मन्त्रालय का काम लोगों की सेवा करना है। मन्त्रालय की इस सम्बन्ध में जो रिपोर्ट हमें पढ़ने को मिली है उससे लगता है कि मन्त्रालय ने अपने कामों में काफी तरक्की की है। हम देखते हैं कि देश में डाकघरों, टेलीफोन घरों और तारघरों की संख्या बढ़ गई है और टेलीफोनो की संख्या बढ़ गई है और कितने ही पिछड़े इलाकों में

१००० रुपये साल तक की हानि उठा कर भी पोस्ट आफिससे खोलने का सवाल भी हमारे सामने सरकार नें रक्खा है। इस सम्बन्ध में मैं मन्त्री महोदय से अनुरोध करता हूं कि हमारे उड़ीसा के मयूरभंज इलाके के साथ कलाहांडी, सुन्दरगढ़ और कोरापुट के इलाकों को भी पिछड़े इलाकों की भांति पोस्ट आफिससे ख की सुविधा देने के लिये शामिल कर लिया जाय।

मुझे खुशी है कि हमारे देश में टेलीफोन पर आने वाली लागत में कमी हुई है उसकी कीमत भी घटी है और जिसकी कि कीमत ८२ रुपये थी अब वह घट कर ७६ रुपये हो गयी है।

मैं मन्त्री महोदय से निवेदन करूंगा कि छन देहानी इलाको में जहां कि सब पोस्ट आफिससे है वहां पर टेलीफोन का भी प्रबन्ध हो जाय क्योंकि हर साल हम देखते हैं कि अग्निकाण्डों में काफी सम्पत्ति देश की नष्ट हो जाती है। अगर वहां टेलीफोन हो तो टेलीफोन में वहां फायर ब्रिगेड के लिए खबर भेजी जा सकती है। हमारे यहां एक कहावत है कि अग्निकाण्ड में चोरी से सात गुनी ज्यादा सम्पत्ति की हानि होती है। चोरी में तो चोर सामान को एक जगह में दूसरी जगह ले जाता है, उसमें सम्पत्ति नष्ट नहीं होती, पर अग्निकाण्ड में तो सम्पत्ति नष्ट हो जाती है। इसलिये मैं प्रार्थना करूंगा कि जितने सब-पोस्ट आफिस हैं उनमें टेलीफोन का इन्तिजाम होना चाहिए।

एक बात और कहना चाहता हूं। हम अग्निकाण्ड को रोकने के उपाय जल्दी करें। क्योंकि हम प्रकृति की गति को रोक नहीं सकते।

मैं मन्त्री जी से एक बात यह कहना चाहता हूं कि हमें यह कटक में एक १२०० आटोमैटिक टेलीफोन वाले एम्बेज बनाने

की योजना है। यह जल्दी से जल्दी हो जाये इस ओर मंत्री जी ध्यान दें।

जो हमारे यहां डिवीजनल आफिस है उसमें जगह की कमी है। उसमें काम करने वालों के लिए पूरी जगह नहीं है। और फाइलें बूढ़ने में काफी समय लगता है। उसको हटा कर उड़ीसा की राजधानी भुवनेश्वर में ले जाने का प्रश्न है। लेकिन वह अभी तक वहां से भुवनेश्वर नहीं हटाया गया है। यह जल्दी बहा चला जाये इस पर मंत्री जी ध्यान दें।

मेरे निर्वाचन क्षेत्र में एक पोस्ट आफिस भद्रक में है। यह हैड आफिस नहीं है। लेकिन वहां काम बहुत है। मैं विश्वासपूर्वक कह सकता हूं कि वहां पर एक हैड आफिस के बराबर काम होगा। इसलिये मेरी प्रार्थना है कि मंत्री जी इस पर ध्यान दें और देखें कि उसको कैसे हैड आफिस बनाया जा सकता है।

बालेश्वर जिले में बस्ता पोस्ट आफिस के लिए डिपार्टमेंट की इमारत नहीं है। मंत्री जी ने एक प्रश्न के उत्तर में बताया था कि उसके लिए टेंडर मांगा गया है लेकिन अभी तक उस काम में कोई प्रगति नहीं हुई है।

१८ तारीख को श्री बी० सी० मल्लिक के प्रश्न नम्बर ६९५ का मंत्री जी ने यह उत्तर दिया था कि उड़ीसा में जितने पोस्ट आफिस चलते हैं उनमें से १०४ पोस्ट आफिस अभी रेंटेंड हाउसिंग में हैं और साल भर में किराये पर सरकार को ६१,६८० रुपया ७२ नये पैसे देने पड़ते हैं। अगर डिपार्टमेंट की इमारतें बन जायें तो यह खर्च बन्द हो सकता है। इस पर मंत्री जी ध्यान दें। एक तरफ तो सरकार खर्च में कमी करना चाहती है और दूसरी तरफ इस तरह से किराया बे रही है।

सैंकिण्ड फाइव इयर प्लान के अन्तर्गत उड़ीसा में ४५ पोस्ट आफिस बनने को है। वे इस प्लान में बन जायें इस तरफ मंत्री जी ध्यान दें।

[श्री का० ब० जेता]

13.19 hrs.

[SRI BARMAN in the Chair]

हमारे राज्य उड़ीसा का क्षेत्रफल ६०,००० वर्गमील है और जनसंख्या १ करोड़ ४८ लाख है। १९५६ के आकड़ों के अनुसार इस राज्य में रास्ता ८१३३ मील है और पहा गाड़िया हैं ८६०८। इसमें पता चलता है कि हमारे यहाँ रास्ते की कमी दूर नहीं होगी तब तक गाड़ियों की संख्या बढ़ नहीं सकती। रास्तों की कमी की वजह से हम लोग देहात में साइकिल नहीं चला सकने क्योंकि हमारे घर से रास्ता ८ या १० मील पर है। अगर हिमाब लगाया जाये तो हमारे यहाँ एक आदमी के पीछे एक गज से कम रास्ता आता है, और एक स्क्वायर मील पर दस सौ माछे पनीस गज रास्ता आता है और हम देखने हैं कि आजकल रेलों में बहुत चांगिया होनी है और इसलिये माल इधर से उधर भेजने में बहुत नुकसान होता है। इसलिये व्यापारी लोग ट्रेन में माल नहीं भेजना चाहते। इसलिये मैं मन्त्री जी से प्रार्थना करूँगा कि वड्डा और ध्यान दें कि इटर स्टेट रोड्स बनायी जायें। हुमाग उड़ीसा नदी बहुत प्रदेश है। वहाँ बड़ी बड़ी नदियाँ हैं। अगर इन नदियों पर पुल बन जायें तो इटर स्टेट ट्रेड अच्छी तरह से चल सकती है। हमारे यहाँ मुख्य नदियाँ हैं ब्राह्मणी, वैतरणी, स्वर्णरेखा, बिरुपा और महानदी। अगर इन पर पुल बन जायें तो इटर स्टेट ट्रेड अच्छी तरह से चल सकती है। जिस तरह से ट्रेन में चोरी बढ़नी जानी है उसमें मानम होना है कि दो तीन चार माल में ट्रेन से माल भेजना बिल्कुल बन्द हो जायेगा।

हमारे यहाँ उड़ीसा में चिलका झील एक बहुत अच्छी झील है। उसको देखने के लिये उधर काफ़ी लोग आते हैं। यह एक सुन्दर टूरिस्ट सेंटर है। उधर अगर हम जॉनी बोट

का भवन्व कर दें तो सरकार को बहुत फायदा हो सकता है।

पारादीप उड़ीसा का मुख्य बन्दरगाह है। उड़ीसा की कोस्ट लाइन ४०० मील से कम नहीं है। अगर हम हिन्दुस्तान के मानचित्र पर भजर डालें तो देखेंगे कि जो सात राज्य कोस्ट पर हैं उनमें उड़ीसा के सिवा सब में एक एक बन्दरगाह है। लेकिन उड़ीसा में नहीं है। उड़ीसा एक पिछड़ा हुआ राज्य है। यदि हम उसकी प्रगति पर ध्यान दें तो उसी के साधनों से उसकी प्रगति कर सकते हैं, जिसको हमारे यहाँ मछली के तेल में मछली को भाजना कहते हैं। उड़ीसा के जो पिनरल्स हैं अगर हम उनका व्यापार करें तो उड़ीसा आगे बढ़ सकता है। उड़ीसा में लोहा, मैंगनीज, क्रोमाइट, बास, चान, जूट, और लकड़ी है। अगर इन सब चीजों का व्यापार किया जाये तो उड़ीसा बढ़ जायेगा और इससे देश में काफी रत भी आयेगा। आज सरकार के सामने फारिन एक्सचेंज प्राप्त करने का प्रश्न है। लेकिन ऐसा लगना है जैसे कि हम मक्खन को हाथ में पकड़ कर भी छोड़ रहे हैं। उड़ीसा में बहुत लोहा है जिसको पारादीप से जापान और चैकोम्ला-वेकिया लेने को नौका है। आकड़ों से पता चलता है कि हम उड़ीसा के लोहे और मैंगनीज से ११ करोड़ रुपये की आमदनी कर सकते हैं लेकिन हम उसको बाहर भेजने का इन्तिजाम नहीं करते, बन्दर को नहीं बढ़ाते। पारादीप हमारे लोहे के स्थान मुकिन्दा से केवल ११५ मील है और जैनापुर रेलवे स्टेशन से मुकिन्दा दस मील है। वहाँ रान्ने का इन्तिजाम होना चाहिए। इस पर मन्त्री जी ध्यान दें। कुजग में पारादीप करीब दस मील है। अगर यह दस मील का अच्छा रास्ता बन जाये, तो ठीक होगा। ब्रेल्टा इन्विगेशन स्कीम में एक कैनॉल तालदण्डा कैनॉल है। वह भी बढ़ जायगी और उसके बढ़ जाने से घायरन और वगैरह माल जलपथ से मुकिन्दा से पारादीप अच्छी तरह चला जायेगा। मैं मान-

नीय मंत्री जी से यह प्रार्थना करूँगा कि वह पारादीप को मेजर पोर्ट्स की लिस्ट में ले लें। सभापति जी, मैं आपके जरिये माननीय मंत्री जी से यह प्रार्थना करना चाहता हूँ कि अगर पारादीप को मेजर पोर्ट बना दिया जाय और अच्छे रास्ते का इन्तजाम हो जाय, तो मैं समझता हूँ कि आज जो उड़ीसा के पिछड़ेपन के बारे में इस हाउस के सामने प्रश्न उठाए जाते हैं, तीसरी पंचवर्षीय योजना के बाद उड़ीसा का कोई प्रतिनिधि ईमानदारी से इस हाउस में नहीं कह सकेगा कि उड़ीसा एक पिछड़ा हुआ प्रदेश है।

इन शब्दों के साथ मैं डिमण्ड्स का समर्थन करता हूँ और आपको धन्यवाद देता हूँ।

Shri Anurobindo Ghosal (Uluberia): The Posts and Telegraphs Department is the most important department of this Ministry. It is so important not because of its gigantic size nor because of the large number of people employed there, but because of its nature of operation extending from one end of the country to the other. They have to deal with all categories and all sections of people of the country. This huge organisation is not an automatic body, but is manned and run by different categories or staff.

I shall tell the sad story of the lower strata of the human agency of the P. and T. set up, that is, the condition of the class IV in general and of the RMS staff in particular. These categories of workers are smarting under grievances for a long time. As they are placed in the lowest rung of the ladder, their voice rarely reaches the high pedestal of the Ministry.

Now, I would like to mention some special features I have observed personally in their case. Firstly, there is under-staffing in the case of both the class III and class IV staff. I went to the Howrah RMS office and found there heaps of letters stacked in a lumber room for want of staff to dispose of them. Those letters have not

been sorted out, not to speak of delivery. The same problem is experienced in the Assam Circle, in Madras Circle and other Circles too. Secondly, the operative section is the class IV section. Naturally, they do not get time to avail of the casual leave and holiday off facility, nor are they paid overtime in lieu of casual leave or holiday off. To obviate this difficulty, my suggestion would be to fix up a standard of the quantum of work for the class IV staff so that sanction for class IV staff does not depend always on the vagaries of the officials.

The second feature I have noticed is the inadequacy of space and insanitary condition of the place of work, specially in big cities. Here I would like to mention that the P. and T. buildings, though sanctioned for a long time, are not being built in different cities and places. This is due to the dual control in erecting the buildings exercised by the CPWD and P. & T. Naturally, either the one or the other department must take the responsibility of constructing these buildings. If the authority to construct these buildings for the P. & T. staff is vested in one department, it will be easier to erect those buildings.

The third feature I observed is the absence of co-ordination between the Railway Department and the P. & T. staff. It will be evident if we go to any railway station. In a big station like Howrah, the railway authorities are not willing to give even the minimum space required for their work. I have found postal bags lying for days on the open platforms. The same is the case if we go to Madras also. These two Ministries are breaking their heads over cementing one path for the RMS office. In other places, e.g. in Saharanpur, the question of over-bridge or under-bridge is also under discussion between these two departments for a long time.

In Assam, 50 per cent of the complaints about late delivery of letters is due to the non-provision of facilities to the R.M.S. staff in stations and

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on platforms. The timings of the trains are not fixed in consultation with the P & T department.

The fourth feature that I have noticed is the callousness of the postal authorities to the grievances of the class IV staff. In Madras no safety device has been yet provided to the mail guards even after the sad incidents that have taken place. Anarchical conditions prevail in Assam. Duty arrangements are in a confused state and the special duty arrangements are not made according to the recommendations of the expert committee. The rotation duties are not observed as per rules and the rest-houses are also in a bad condition. Mail vans are not generally supplied and the sorting is made in third class compartments.

From Calcutta I have just now received a telegram regarding the reversion of mail guards to mail motor workers grade 2, without pay protection though it was embodied in Government's previous orders. At the same time, I find the postal authorities are very prompt in taking action under Rule IV A of the Conduct Rules.

Indiscriminate transfers have been made in the Assam circle for trade union activities, and, in Madras, 72 class IV workers and 6 workers of Mail Motor service have been reduced by one stage for 2 years under this Rule.

Another problem is about uniform. Why should not people who have to work at night be provided with warm uniforms?

As regards trunk telephone the same difficulty has been felt by me as has been felt by other hon. Members. Only last week I booked a trunk call from Calcutta to Burdwan only a distance of 65 miles and it took me 4 to 5 hours. Now I would also submit that it is very difficult even for Members of Parliament to see the General Manager of the Calcutta Telephones.

For the last 6 months, I have tried to see, but, whenever we go to their officers, we are not allowed by the receptionists. I do not know why they are called receptionists.

An hon. Member: Even Members of Parliament?

Shri Aurobindo Ghosal: Yes, I wanted to contact even on the phone. The Private Secretary, after cross-examining me like anything, disallowed it. So, I was thinking of staging *satyagraha* in order to see this high personage. I want to bring this to the notice of the hon. Minister. (Interruptions)

Now, I come to the question of ports. Of all the major ports, Calcutta being a river port is in a very difficult position. It has already been emphasised by my hon. friend, Shri Raghunath Singh. So the only remedy for this problem of Calcutta port is three-fold, dredging of the Ganges, the construction of the Farruka Barrage and the setting up of a subsidiary port at Haldi.

The Calcutta Port authorities have got loans from the World Bank for the development and improvement of the port. This has been very ably reproduced in *The Colombo Plan*. It is said

"Calcutta, India's largest city, is also one of the largest cities in the world. Its hinterland encompasses much of the Ganges valley and the smaller, but industrially important, Damodar Valley. Traffic through the port of Calcutta now total about 9 million tons annually, and, in terms of value constitutes nearly half of India's imports and exports other than petroleum. The area served by the port produces most of India's tea and more than half its rice, lac and oil-seeds, and contains most of India's coal and iron ore deposits. In recent years, impressive industrial growth has taken place in the area. It is the site of practically all India's iron and steel plants, its

jute mills, numerous engineering and chemical industries, locomotive factories and a variety of other industries based on local raw materials. The World Bank has already made several loans for electric power, steel and other projects in the area.

As regards the problem, they have said, it has twin problems. They say further on:

"Because of the importance of the rapidly developing area which it serves, adequate port facilities at Calcutta are essential to the Indian economy. The authorities are now faced with the twin problems of eliminating present congestion at the port and making long-range plans for additional port facilities to handle the growing volume of traffic. The rehabilitation now being undertaken with Bank assistance will help solve the immediate problem; it will not only relieve congestion but enable the port to handle nearly two million more tons of traffic annually."

They afterwards say that it is no permanent relief. Therefore, for permanent relief, the construction of the Farruka barrage and the additional subsidiary port at Haldi are essential.

With ports the problem of dock is also interlinked. The dock labour problem in Calcutta is another constant headache to all. Due to the unwarranted activities of the port authorities, unnecessary troubles have been created amongst dock labourers. The root of this trouble is in the stevedoring system. I do not understand why Government is retaining this obnoxious system of muddlemen who make a profit of crores of rupees per year at the sacrifice of the workers.

Last week I went down to the Calcutta docks and had discussion with the workers. Amongst their grievances, three grievances are urgent on which Government should take some

decision at once. First is the insertion of the letter 'G' before the number of the cards of the workers. The workers apprehend that it means 'ghetu' or casual labour whereas the authorities say that they want to interpret it as 'gang'. Whatever may be the interpretation that is going to be put, why should we be breaking our heads over this insertion of the letter? There is no such provision in clause 16 of the Dock Labour Regulation of Employment scheme.

There is also another problem. These workers have not been paid the minimum guaranteed wage and daily allowance for the last 5 months. And, I would request Government to see that these workers are paid.

Labour also complained that recognition of their representative union has not been given. Though Government have arranged for an 'on the spot inspection', still we do not know the result of the assessment.

Lastly, victimisation should be stopped and the special powers of the Chairman should be withdrawn. If these small concessions are given, dock labour in Calcutta will have a smooth running.

Then, with regard to the shipping policy, I do not know what Government's policy is. At the time of the passing of the Merchant Shipping Bill Government liberalised the shipping policy of 1945. I do not know how many foreign companies have registered their ships and what is the present tonnage of Indian shipping, due to this liberalisation policy.

It is also a fact that the present shipping industry of India is the monopoly business of two big Indian shipping companies. Therefore, my suggestion would be that the shipping business should be nationalised. The activities of the Eastern Shipping Corporation and the Western Shipping Corporation are so far satisfactory. Their scope should be expanded.

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and the tonnage increased. The tonnage should be increased taking advantage of the low price of ships in the international market. More training ships should be set up for training ratings and also for engineers and officials of the mercantile marine college at Calcutta should be lifted to the post-graduate status. In connection with the professors, demonstrators and lecturers who are connected with the training ships and this college, they have been kept temporary for a long time. They should be made permanent. I must say that the working of the shipping office at Calcutta is much below the standard of the work of the shipping office at Bombay. I had personally seen both the offices. I would request the hon. Minister to raise the standard of the shipping office at Calcutta to the standard of the Bombay office. The seamen should be Indianised and in order to allure the youngsters of our country some permanent elements should be introduced in the service—such as provident fund, gratuity or something like that so that the insecurity and casual nature of the service is done away with. As regards ship-building we have got only one ship-building yard at present in our country. But the main complaints against the Hindustan Shipping Yard is delay in the delivery of ships and the high cost of production. The Government has recently changed the foreign consultants of this shipyard and I would like to know if there has been any change in the situation. The British mission has recommended Cochin as the site for the second shipyard. If the report is analysed we shall find that Geonkhali is in no way inferior to Cochin. However, I would request the Government to select the Geonkhali as the site of the third shipyard at least in the Third Plan.

Shri S. C. Samanta (Tamluk). Mr. Chairman, my friend Shri Raghunath Singh is very enthusiastic about ships but I must say that he should look at the ports also so that ships may sail from or ships may come to them.

I would like to speak on ports. There are five major ports at present in our country after Partition when we lost the port of Karachi. We have not been able, as yet, to compensate that loss. Now, we have these ports and we have to look to the condition of these ports and in our demand for work from them we must be very careful. The Calcutta port, Bombay port and the Kandla port require dredging as there is silting in an enormous way. We have to give our utmost attention to keep the ports intact and to meet the requirements of the Second Plan, we have to dredge them to do away with the silting that is going on. So, at the outset, I would request the hon. Minister to form a dredging board in our country so that the ports will be safe and our communications with other countries and also our internal communications will be set right. Government is doing to issue an order for the construction of a dredger in our country which will work at Bombay. I am glad that they are not going to have any foreign dredger. It is very pleasing for us that we will be able to produce a dredger here and now. Some firms have come forward to take up the work and I will request the Ministry not to go to any other foreign country for it. Government is going to build a second shipyard. I would request the Government also to encourage the private sector to have such a dredging construction organisation in the country because you will be astonished to hear that the price of a dredger differs from Rs. 50 lakhs to Rs. 6 crores. I hear that some big dredgers will be necessary for doing away the silt in the river Hooghly and a dredger costing Rs. 6 crores will be necessary. We have established the Kandla port after the loss of Karachi. Even there, there is a bar at the mouth of the Kandla river and it has to be dredged. A port cannot be built in a day. After so much efforts we have built Kandla. It has got some capacity. But if we analyse how much trade has passed through it, you will be astonished to

hear it. Still we can brag that we have established Kandla port and it is improving in such a way that in the near future we can expect that to some extent the loss of Karachi will be compensated. Ports have dealings with other countries and they come to have reputations. So, when we begin a port or build a port it cannot give us the service within a few years. It takes hundreds of years to have a good name for a port in other countries. I am saying this for this reason. The Calcutta port handled more than 50 per cent of the import-export business and its future is at stake. We are going to help it by having a deep sea port at Haldia. I am thankful to the Government that at least they have given due attention to it. I have so many complaints. I am complaining for so many years. I proposed that Geonkhali should be a subsidiary port. It was not taken up. I said because of the difficulties the experts of the Government and the foreign experts should have looked into it during the period of the First Plan. They should have looked whether the capacity of the Calcutta port which handled more than fifty per cent of the foreign trade would be all right. I accuse the Government for not giving this much attention. Why? At Balary and Rangafalla so much silt will be there that it will be impossible to take a ship to Calcutta except in inflow tides. When Government has taken this decision I am thankful to it, but, at the same time, I would request the Ministers to remember one thing. There is one cry. When at Fulta Reach training work is being done with Rs 5 crores, what is the necessity of building a deep-sea port at Haldia? This cry has arisen. I am glad that Shri H. P. Mathrani, Development Adviser and Joint Secretary of the Ministry enquired about the thing and submitted a report in which he says

"While a subsidiary deep draft port at Haldia or lower down is necessary in view of the developing economy of the Calcutta

region, we have got to maintain the efficiency of the Calcutta Port for as long as it is physically possible to do so. The two questions, therefore, should be considered separately and one should not be executed at the cost of the other."

And, I am also reminding here of the good name of Calcutta. Messrs. Rendel, Palmer and Triton were also entrusted with that enquiry. They have also said in their report:

"The Deep Water Port is a necessity to meet the expanding trade in the area but cannot be regarded as a substitute for the Fulta Point Scheme, which is necessary so long as ocean-going ships continue to use the present port."

I would request the hon. Minister to do something this year at Haldia, so that we in this House and the people outside can believe that something has been taken in hand.

We were told that Dr. Posthuma has not yet submitted his report. In an informal talk Dr. Posthuma told me that he is going to recommend for the present an anchorage at Haldia. Let the anchorage be taken in hand and I would request the Ministers, if they have in mind to see that this deep sea port is established, to take up the question of railway communication, survey work and other things in hand so that no time will be lost and the port will come up in a short period.

While speaking about major ports, I would like to say a word about intermediate and minor ports. Rs 533.42 lakhs were sanctioned for minor and intermediate ports but that has been reduced to Rs 500 lakhs. That should not be done. We have so much necessity for ports. All intermediate ports, where it is possible, should be transformed into major ports, and all minor ports into intermediate ports. Ports like Tuticorin, Mangalore and Paradip should be developed. I am

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glad that an Intermediate Ports Development Committee has been formed and they will look into the question with regard to all the ports.

Lastly, Sir, I would request your permission, because I have no time, to place a report of the West Bengal Government on the Table of the House, so that the hon Ministers who have not got a copy of it will know everything about the second shipbuilding yard. Also, I would request the hon Minister to tell us one thing. When the question of second shipbuilding yard was being considered and Geonkhali port was under discussion, Haldia has also been brought under discussion. I would like to know whether the hon Minister will bring Haldia also into the picture, because they have chosen Haldia to be a better place than Geonkhali and there may be some possibility of building the second or the third shipbuilding yard at Haldia.

Some Hon. Members rose—

Mr Chairman: Shri Basumatari. I shall first call one hon Member from each State.

Shri Basumatari (Goalpara—Reserved—Sch Tribes) Mr Chairman, Sir after independence the State of Assam has been disconnected from the rest of India. Sir, you know better than any of us how Assam got disconnected from the rest of India with only 40 miles corridor. Through Jalpaiguri and Cooch-Bihar air transport is the only communication for Assam. Even in regard to this air transport the Government of India has not paid much attention.

If you consider the air services from Calcutta to different places in Assam and compare that with air services to other regions you will find the difference. Previously some breakfast was served for passengers because they had to perform a hazardous journey for two hours. Also, over the Garo Hills where the air pocket is there sometimes one gets bumping. I am also told that on grounds of

austerity drive they have even stopped the supply of magazines and sufficient news papers to passengers. The other day I got complaints from passengers that it is very difficult for them to cover this journey to Manipur and Tripura, a hazardous and strenuous journey for two to three hours without any magazines and papers to spend their time. I would, therefore, request the hon Minister to see that these things are supplied.

Previously the passengers who used to travel from Gauhati to Dum Dum via Agartala used to be supplied with lunch at Agartala. That has also been stopped now. The other day I got a very serious complaint from the passengers. Most of the passengers did not know that they had discontinued the practice of giving lunch at Agartala. They came to know about it only when the bills were presented. They have made a very serious complaint about the stoppage of this lunch without notification.

If you compare the other facilities also you will find that proper care has not been given to the aerodromes in Assam. In Jorhat, Dibrugarh and Tejpur aerodromes you will find that there is not sufficient place for the passengers to rest. They also do not get the modern amenities which they get in other places.

14 hrs.

If you consider the air services and other services also, you will find that in Assam even the only route by air which is used by the people is neglected. In other States, attraction is offered for passengers to travel and facilities are given to the passengers on the route. But even in spite of such cases the Assam route has been neglected badly. I do not understand why there is this discrimination shown by the Government towards Assam. It has always been neglected. It is neglected in the matter of industries; it is neglected in the matter of railway communications; and it is neglected in all other ways. Even the air services

which are intended there for the people in the whole State and the facilities for air travel are neglected. People say that Assam occupies a strategic position in the whole of India, but the Government of India does not care to take note of these things in Assam. The people of Assam, it is known, are docile and they do not know how to agitate. They are very pleased with the small things that they get, and so, the Government take advantage of their docility and they take advantage rather of their loyalty. I hope the Government of India will attend to the needs of Assam.

Apart from air traffic, in other cases also Assam is neglected. I am told by the officers of the Civil Aviation Department there that the officers in other regions are getting facilities by way of house, rest-houses and all such things for carrying on livelihood, while in Assam they do not get the same facilities. When we come to Calcutta by air we get various complaints from various people, not only from passengers but also from the officers. So, I request the Minister to remove this discrimination between Assam and the rest of India, if any.

I next want to speak about the postal department. According to the policy of the Government, the Government want to increase the number of post offices in the rural areas especially in the tribal areas. In the tribal areas posts and telegraphs are quite inadequate. If you consider the population of the rest of India and compare it with that of Assam, you will find that the postal facility in Assam is very little compared to its population. So, I want to say that Assam has been badly neglected in this respect also. I request the Minister to remove all this discrimination in regard to transport and also in regard to the postal department.

I have been told that air freight has also been reduced in route to Manipur and Tripura. But we have not yet seen whether it has been reduced or not. If you go to Manipur or Tripura, you

will find that the price of commodities is very high, and a reduction in air freight at least is necessary. But there also we have been neglected. We have represented the case to the Minister and the Minister also gave us assurance that he will look into the matter. But it has not been looked into. I therefore request the Minister to reduce the air freight.

We also requested the Government of India that if they are not in a position to reduce the air freight, they should encourage some private operators to run the service. We have also requested the Minister to see that air-dropping of food in the NEFA tracts, where there is no communication, is done successfully and without loss. Government said that they are not in a position to make food-dropping there without incurring loss. So we requested that if it is losing concern some private operators may be engaged for this purpose. You know, Sir, only the other day an air-crash occurred as you might all know. It is hazardous. So necessarily food-dropping from the air may entail some losses. Therefore, if some private operators come forward to run the service to help the Government in food-dropping, I do not see any reason why the Government should not consider this request. The Government themselves know the losses they incur. It is a fact that if they give this work to a private operator it will be not only a good business concern but it would also be of some help to the public and will go to the comfort of the public. We do not deny the Government's loss on this account. If they do not like to lose, they should contact some private operator for this purpose. I cannot believe that there is no private operator coming forward. They are operating in some other parts of India. There are some places where there is no scheduled service and the non-scheduled services are to be covered by private operators.

I do not like to take more time, because I have said about the civil aviation matters on the last occasion.

[Shri Basumatar]

also. With these words, I would request the Minister to see that Assam is shown some kindness and that the Government should take keen interest in it.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): Sir, I would like to restrict my observations to the posts and telegraphs department and civil aviation so far as the Ministry of Transport and Communications is concerned. I take civil aviation first and shall concentrate on the problems of the employees in the civil aviation department. In the civil aviation department, there are chowkidars who are compelled to work continuously for 12 hours. There are also three categories of chowkidars. I do not understand why chowkidars are asked to work for not less than 12 hours. I would request the Ministry to look into this question and fix the working hours of chowkidars suitably, taking into consideration the nature of their duties and the strain imposed on them. I may suggest to the Minister that, if necessary, a committee may be appointed to decide and fix the working hours for chowkidars.

Another matter of surprise in regard to the civil aviation department is that the employees of the CAD are denied the allowances that are being paid to the staff in other Government departments. Allowances sanctioned to other Government employees should be automatically made applicable to the CAD staff also. The conditions of service are the same. Then, why the staff of this department should not be given the same allowances?

I have got many instances but I shall quote only one instance by which I can show that the demands of the staff of the CAD for allowances is perfectly justified. Let us take this example of Jukkur. The staff working in the gliding centre at Jukkur and staying in Bangalore city are denied the house-rent and compensatory allowances admissible in the city. All

the members of the staff are staying in Bangalore city itself and are going to work at Jukkur as there is no accommodation in the gliding field. Not only they lose the house-rent and compensatory allowances but they have to make their own arrangements to reach the gliding centre which is more than six miles away. I think this is one example which will substantiate what I complained of when I said that allowances are being denied to the CAD staff.

About the education of the children of the CAD staff as the hon. Minister is aware, the employees in the Civil Aviation Department are subject to transfers, I think, every three years, and it is quite obvious that the education of the children of the staff working in CAD is very much hampered. I am surprised that the department has not taken any notice about it. I would urge the Ministry to look into this problem which is worrying the staff.

I would urge that regional schools should be opened at Bombay, Madras, Calcutta and Delhi with hostel accommodation. I think this suggestion has been accepted by the department, but has not been implemented so far.

About the accommodation of the CAD staff, I am prepared to appreciate the difficulty about providing accommodation to all the staff. But I fail to understand why accommodation exclusively meant for the CAD staff is often allotted to the other departments. I can quote instances in the Bombay circle, four of the staff quarters are given to the police. Let me remind this House that when Shri Lal Bahadur Shastri was in charge of this department, he had promised the civil aviation staff in consultation with the civil aviation executive that if accommodation is not enough for the staff, private accommodation may be requisitioned. Leave alone the requisitioning of private accommodation for staff; we have instances to show that

accommodation exclusively earmarked for the C.A.D. staff is being allotted to others.

In Calcutta, 4 barracks meant for civil aviation staff are given to the police and if my information is correct, no rent is being recovered from the police for those quarters. In Delhi, the Secretary of the Flying Club has been given accommodation meant for C.A.D. staff. I might bring to the notice of the hon. Minister that the rent charged for this particular accommodation is in arrears, to the tune of about Rs. 4,000. When the workers and employees raised a hue and cry, very recently this officer has spent about Rs. 1,500 towards arrears.

In Madras I find there are funny things. There, the Controller is not occupying the quarters specially built for Class I officers. Instead, he is occupying a quarter whose monthly rent is about Rs. 20. If my information is correct, in collaboration with C.P.W.D., this officer exercising his influence has got the additions and alterations made to the quarter which he is occupying at monthly rent of Rs. 20, whereas a specially built bungalow for Class I officers would have brought the department round about 10 per cent of his salary, about Rs. 250. The department is deprived of that amount and in addition, some other staff who could have been accommodated in this Rs. 20 rent quarter is deprived of his quarter. This is the state of affairs so far as accommodation is concerned. Let me repeat for the information of the hon. Minister that I can appreciate the difficulty of the Ministry in erecting new accommodation, but I fail to understand why the accommodation meant exclusively for the C.A.D. staff are being allotted to other departments or to other personnel.

Turning to Posts and Telegraphs, I want to say a few words about the accommodation in Bombay city for post offices. I am very fortunate that I come from Bombay city and the hon. Minister representing Posts and Tele-

graphs also comes from there. In Bombay city, the post offices are located in buildings which are in a dilapidated condition. I can quote instances where the Bombay Municipality have served notices of "unfit for human habitation buildings". The post offices are located in such buildings. I could request him to visit the Delisle Road post office, the sight of which would convince him that that post office does not deserve to be in that building which may collapse at any time, endangering the lives of the staff working there.

This office problem has been there for a long time in Bombay. In recent years, this has become very acute, leading to much inconvenience to the employees, seriously affecting the efficiency of the department. There are about 300 workers in the Bombay Telephone District who are accommodated in dilapidated buildings earmarked for demolition by the municipality. For want of any alternative accommodation, the workers are compelled to have their office there, even though electricity and water supply have been cut off by the Bombay Municipality. The administrative offices of the General Manager (Telephones) are accommodated in three different buildings which are miles away from each other. The Bombay Telephone Department have constructed a huge office in the Fort area, but I fail to understand that construction which could not accommodate all the wings in that office. For the purpose of administration, there are three buildings and one has to run to three places, because the office of the General Manager is at one place; the cash department is at another place and the bill section is in a third place.

Apart from these inconveniences and difficulties, the area available in the three buildings is far short of the requisite area for the staff employed.

The result is that often a clerk in the office has no table to work and he has to share somebody else's table. That is a chronic shortage at present. They have no amenities such as tiffin

[Shri Maney]

room, ladies cloak room and so on, not to speak of recreational facilities. Then, I am told that the LIC has got many buildings in Bombay which are being rented out to other private concerns. It is regrettable that such a public utility concern like telephones could not be provided with office accommodation by the LIC in spite of the requests that have been made by the General Manager.

Coming to Posts and Telegraphs, I would like to bring to the notice of the hon. Minister the position of RMS at Poona. Since 1944 efforts have been made by the department, by the Superintendent there to acquire a building to locate the post office and the RMS at Poona. But he has not succeeded. There are difficulties. As already stated by my hon. friend, Shri Ghosal, the CPWD is, if I may use such a word, more or less a nuisance in acquiring alternative accommodation for the post office. The Superintendents are empowered to take buildings on a monthly rent of up to Rs. 500. If the rent is Rs. 501, then that officer is helpless. Now, if a building is found out and if the rent is suitable to the department, even then unless the CPWD certifies it the officer cannot do anything; he is just helpless. When an application is made to the CPWD by the time the CPWD certifies that it conforms to the standards the building is rented to somebody else.

About the R.M.S. in Poona, the railway authorities have agreed to build alternative accommodation for this R.M.S. office. They have approached the Ministry of Transport and Communications for the capital expenditure. If that Ministry is prepared to meet the capital expenditure, I am told the railway authorities are prepared to have a newly constructed building, and that will solve the problem of the Poona R.M.S.

Coming to the problem of the Scheduled Castes and Scheduled Tribes

and backward classes employed in this department, I am very sorry to say that in Class 2, the number of Schedule Caste employees is only 2 out of a total of 196. I will draw the attention of the Ministry to this very great injustice that is being done to the employees belonging to Scheduled Castes, Scheduled Tribes and backward classes. I will bring to his notice one specific instance. In 1956 about 150 telegraph masters were recruited. After that, about 19 telegraph masters were recruited in 1957 from Bombay circle.

14.24 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

But not a candidate belonging to the Schedule Castes or Schedule Tribes or backward classes has been selected in this telegraph masters' selection. My information is that when 19 telegraph masters were selected from Bombay Circle, there were many Schedule Caste employees who had secured more marks in the examination, but under one pretext or the other they were not selected. This is very great injustice done to the Scheduled Castes, Scheduled Tribes and backward classes by the Ministry of Transport and Communications. So, I would urge on the hon. Minister to look into the grievances of such employees of the Ministry of Transport and Communications.

सरकार का सि० सहायक (जंजीर) :

उपाध्यक्ष महोदय, परिवहन और संचार मंत्रालय ने जो अपनी मांग पेश की है उस पर मैं अपनी राय रखना चाहता हूँ।

सिविल एवियेशन और प्राइवेट सेक्टर में आज जो तनाव चल रहा है उसे दूर करने पर हमें विचार करना चाहिये। जिस तरह कि यूनाइटेड किंगडम में सिविल एवियेशन में प्राइवेट सेक्टर को एसोसियेट बनाया गया है उसी तरह से हमें बनाना चाहिये यह मेरी राय है। यहाँ पर जो हम नेशनलाइजेशन ऐक्ट के मादल पर काम कर रहे हैं। हम

प्राइवेट सेक्टर को भी प्रोत्साहित कर सकने हैं क्योंकि हमारे देश में सिविल एवियेशन के प्रसार के लिये काफी जगह है। अगर हम प्राइवेट सेक्टर को साथ नहीं लेंगे तो हम इस काम को ठीक तरह से नहीं चला सकेंगे। कारपोरेशन के पास शिड्यूल्ड सर्विसेज के लिये कार्फ जगह है। यदि इस काम को ईमानदारी और इकानमी के साथ चलाया जाये तो बहुत अच्छी तरह यह काम चल सकता है और कारपोरेशन बहुत ख्याति प्राप्त कर सकता है। और ऐसा करके हिन्दुस्तान और विदेशों में जो हमारे सिविल एवियेशन का नक्शा है उसको हम बहुत कुछ बदल सकते हैं। यदि यूनाइटेड किंगडम की तरह यहां भी प्राइवेट सेक्टर पे एज यू अर्न के सिद्धांत को ले कर काम करे तो हमारे यहां विदेशी मुद्रा बढ सकती है और टेक्निकल परमोनल का रिजर्व भी हो सकता है। एअर इंडिया इंटरनेशनल और इंडियन एअर लाइन्स कारपोरेशन के पास जो बचत में हवाई जहाज हो उनको ले कर प्राइवेट सेक्टर काम कर सकना है जिसमें जो करोड़ों रुपये विदेशी आपरेटर्स यहां में बाहर ले जाते हैं वह बचेगा और विदेशी मुद्रा की भी भ्रामदनी होगी। इसमें देश में बचत भी होगी जैसा कि परशियन गल्फ में हो रहा है। यदि हम इस प्रकार चलें तो बहुत से टेक्निकल मैन तैयार कर सकते हैं। जो विदेशी एक्सपर्ट प्राइवेट सेक्टर के साथ काम कर रहे हैं उनकी सख्या, जहा तक मुझे स्मरण है गान है। यदि हममें कोई गलती हो तो मंत्री महोदय मुझे दुरस्त कर देंगे।

अभी जो एअर इंडिया इंटरनेशनल ने अमरीका की एक प्राइवेट फर्म, मैसर्स सी बोर्ड एंड बैस्टर्न कम्पनी, के साथ जो हफ्तेवार शिड्यूल्ड फ्लाइट, स्काई मास्टर डी० सी० ४ द्वारा चलाने की तैयारी की है, वह कहां तक बाबिब है यह मैं नहीं कह सकता। इसके चलाने में उनके कू रहेंगे, उनका स्टाफ रहेगा और वह एअर इंडिया इंटरनेशनल के

नाम पर काम करेंगे और एअर इंडिया इंटरनेशनल को केवल साढ़े सात परसेंट कमीशन देंगे और बाकी जो भ्रामदनी होगी वह विदेशों को जायेगी। मैं चाहता हू कि मंत्री महोदय इस पर प्रकाश डालने की कृपा करें।

कॉलिंग एअर लाइन ने स्काई मास्टर और कास्टेलेगन्स को पे एज यू अर्न के मुद्दाहिदे पर चने की अपनी तजवीज मन्त्रालय के सामने रखी थी। मैं नहीं कह सकता कि किन कारणों से यह तजवीज मंजूर नहीं की गयी। यदि यह तजवीज मंजूर हुई होती तो यह हमारी नेशनल प्रापर्टी होती तथा इमरजेंसी के समय में वे हमारे काम का सकने थे। ऐसे वक्त में सी बोर्ड एंड वेस्टर्न कम्पनी हमारी मदद करेगी उसमें मुझे शक है। और हो सकता है कि दूसरों की मदद करे ऐसी मेरी धारणा है। इस व्यापार को विदेशों के हाथ में देने से आज करोड़ों रुपया जो हिन्दुस्तान के आपरेटर्स को मिलता वह नहीं मिलेगा और वह विदेशों को चला जायेगा। इन्हें हम से चार करोड़ रुपया साल में फायदा होगा ऐसी मेरी धारणा है। जो विदेशी मुद्रा कहीं फायदा हमारे आपरेटर्स को होता है वह अब नहीं होगा। इस तरह से देश को नुकसान होगा। जो मुद्दाहिदा एअर इंडिया इंटरनेशनल ने अमरीकी फर्म के साथ किया है वह कहा तक ठीक है इस पर आप विचार करें।

मध्य प्रदेश में जो दो आपके सरकिल हैं उनके बारे में मैं आपका ध्यान आकर्षित करना चाहता हू। मध्य प्रदेश में पोस्टमास्टर जनरल का आफिस या आर० एम० एस० का कोई डिवीजन नहीं है जब कि यह इतना बड़ा प्रान्त है, जिसका क्षेत्रफल १,७१,३०० वर्गमील है और जनसख्या सन् १९५१ की जनगणना के अनुसार २,६०,७१,६३६ है। आज अगर आप पोस्टमास्टर जनरल तथा रेलवे मेल सर्विस के कार्यों को रद्दोबदल करें तो मैं दोनों चीजें मध्य प्रदेश को मिल सकती

[सरदार प्र० सि० सहगल]

हैं। आप उज्जैन से जो पोस्टल डिबीजन हटाना चाहते हैं उसको नहीं हटाना चाहिये। उज्जैन एक बहुत बड़ा और पुराना शहर है और वहाँ काफी आबादी है। इन सारी चीजों को देखते हुए जो आपके सामने डिबीजन को हटाने की तजवीज है उस पर आप फिर से गौर करें।

आपको नेशनल हाईवेज को बढ़ाना चाहिये। मैं चाहूँगा कि जब मध्य प्रदेश इतना बड़ा हुआ है तो भम्बिकापुर के पास रामानुजगंज के पास जो नदी है उस पर पुल बने कर उसे डालटनगंज की सड़क पर मिलावें। इसके मिलाने के बाद वह बिहार से मिल जावेगा। इसी तरह से महानदी पर पुल देने से वही सड़क जो भम्बिकापुर, रायगढ़ हो कर चन्दपुर जाती है, वह सारंगगढ़ के पास नेशनल हाईवे से मिल जावेगी। इस तरह से आप एक नई हाईवे खोल सकते हैं। और नेशनल हाईवे को बढ़ा सकते हैं और इस तरह से एक प्रान्त दूसरे प्रांत से मिल जावेगा।

एसी के साथ ही साथ मुझे बड़े दुःख के साथ आपके सामने यह प्रश्न करना पड़ रहा है कि आज मध्य प्रदेश की हर तहसील में टेलीफोन नहीं है। मैं चाहूँगा हर तहसील के हेडक्वार्टर पर तो कम से कम टेलीफोन अवश्य हो और टेलीग्राफ आफिस भी हो। मैं आपके सामने बिलासपुर जिले की कठघोरा तहसील का उदाहरण रखना चाहता हूँ और निवेदन करना चाहता हूँ कि यह पुराने मध्य प्रदेश की तहसील है। आज भी वहाँ टेलीफोन नहीं है। वह आज जिले के हेडक्वार्टर से २० मील की दूरी पर है। यदि आप वहाँ पर टेलीफोन दें तो सरकारी और दूसरा काम बहुत सुभीते से हो सकता है।

आज हमारे जिले में डिबीजनल हेडक्वार्टर है लेकिन टेलीग्राफ का डिबीजनल आफिस रायपुर में है जब कि पोस्ट आफिस

का डिबीजन हमारे वहाँ मौजूद है। ऐसी स्थिति में मेरी आप से प्रार्थना है कि जब कि प्रान्त का बटवारा हुआ और नये डिबीजन बनाये गये और नया मध्य प्रदेश बनाया गया, तो वहाँ आपको एक डिबीजन देना चाहिये था।

मैं पाटिल साहब से प्रार्थना करूँगा कि वह मेरे साथ बिलासपुर चलने की कृपा करे और देखें कि वहाँ पर पुराने पोस्ट आफिस की क्या हालत है। मैं उन से पहले भी एक दो दफा प्रार्थना कर चुका हूँ और अब जूझाऊँ मैं प्रार्थना करता हूँ कि उस पोस्ट आफिस की वहाँ चल कर हालत देखें। मैं चाहूँगा कि उसके लिये आप नई इमारत बनावें।

इसके साथ साथ मैं आपसे यह दरखास्त करना चाहता हूँ कि आपके पास एक्सपेरीटमेंट पोस्ट आफिस के वाली जो दरखास्तें आती हैं उन पर ध्यान दें। मुझे बिलासपुर से मालूम हुआ है कि आपके पास इस तरह की दरखास्तें भेजी गयी हैं।

जो हमारा नया मध्य प्रदेश बना है वहाँ पर सड़कों की हालत बहुत खराब है। रिप्राइजेशन के पहले बड़े बड़े बायबे किये गये थे, लेकिन येन केन प्रकारेण उनको पूरा नहीं किया जा रहा है। मैं नहीं कह सकता कि इसका क्या कारण है।

आज जिम तरह से कि पब्लिक वर्क्स डिपार्टमेंट के द्वारा काम कराया जाता है, उसी की तरह से यह मंत्रालय अपना इंजिनियरिंग डिपार्टमेंट बना सकता है। यह मंत्रालय इतनी इमारतें बनाता है और इसके लिये दूसरे पर निर्भर रहना अच्छी चीज नहीं है। यह विभाग अगर अपने आप को आज अपने डिपार्टमेंट द्वारा या पंचायतों और सहाकारी संस्थाओं के द्वारा करावे तो बहुत अच्छा हो।

मध्य प्रदेश की सरकार ने हवाई जहाज बलाने के मसौदे पर आप से बार्तालाप किया होगा। यदि किया है, तो मैं प्रार्थना करूँगा कि इन्दौर, बालियर जबलपुर, रायपुर और बिलासपुर को मिलाने के लिये आप मदद कीजिये और इस काम को आगे बढ़ाइये।

अब मैं फ्लाइट क्लब के बारे में कहूँगा। आज हिन्दुस्तान में तेरह फ्लाइट क्लब हैं लेकिन उन को जो मदद मिलनी चाहिये वह नहीं मिल रही है। इसका कारण यह है कि ट्रेन एयरक्राफ्ट के बिना फ्लाइट टारगेट पूरा नहीं हो सकता है। यह मानी हुई चीज है और उस में दिक्कतें आती हैं, क्योंकि इम्पोर्ट बन्द है और हमारे मुल्क में जहाज नहीं हैं। अगर उस को हिन्दुस्तान एयरक्राफ्ट फैक्टरी से खरीदा जाये तो उस की कीमत ८५ हजार देनी पड़ती है। इसलिये फ्लाइट क्लब उस को नहीं खरीद सकते हैं। इस वक्त इनिशियल कास्ट और मापरेशनल कास्ट इतना ज्यादा है कि फ्लाइट क्लब उस को खरीद नहीं सकते हैं क्योंकि उन की आर्थिक हालत अच्छी नहीं होती है। फ्लाइट क्लब का भाग्य एक डायरेक्टर साहब पर है। यह देखना है कि जो डायरेक्टर है वह कहा तक एक्सपर्ट है और क्या उस को फ्लाइट क्लब के बारे में जानकारी है या नहीं और उस को सारे तजुबे हैं या नहीं। यदि नहीं है तो मैं आप से कहूँगा कि आप को एक पर्मानेंट कन्सल्टेंटिव कमिटी की स्थापना करनी चाहिये जैसा कि आप ने एयरोड्रोम और एयर रूट्स के बारे में किया हुआ है। मैं समझता हूँ कि इस में दिक्कतें दूर हो सकेंगी।

अन्त में मैं मंत्रालय को और उस के आफिसरों को धन्यवाद दिये बगैर नहीं रह सकता। उस का कारण यह है कि मंत्रालय के हवाई विभाग तार विभाग तथा पोस्टल विभाग ने जो काम किया है वह प्रशंसनीय है। इन शब्दों के साथ मैं मंत्रालय की डिमांड्स का समर्थन करता हूँ।

18 (A) L.S.D.—6

Shri T. Subramanyam (Bellary) Mr. Deputy-Speaker, Sir, we have taken up an ambitious programme of achieving the industrial and economic prosperity of this country of 40 crores of people and if this is to be achieved, the transport demands must be fully met otherwise it would be well-nigh impossible. It is well recognised that in the Western countries, Europe and America, the industrial and economic prosperity is due not only to the manufacture of industrial goods and mass production but also to the development of transport with respect to the various modes, and effective co-ordination of all these forms of transport, is necessary. Really there should not be any conflict between the various modes of transport. It is unfortunate that some impression has been left behind that there is at present some sort of a conflict between the Railway Department and the Roads Department.

This morning Shri Masam was referring to it and he referred to some facts, but since a national policy is emerging slowly from the Railway Department and the Transport and Communications Department we have to evolve a policy in which the roadways, the railways, the waterways, the airways and all these will play a significant role and instead of competing and undermining the importance and significance of each other they should complement and supplement. That should be our ambition and I feel that it is also possible.

An Hon. Member: Agreed

Shri T. Subramanyam This conflict between the Railways and the other modes of transport is not a new thing. In the last century there was one engineer—a famous engineer—Sir Arthur Cotton. He had suggested that the waterways should be developed in India and that irrigation and navigation canals should be developed which would help this country very much. The British Government at that time felt that they should help the industrialists in England. Therefore they undermined the importance of these

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waterways and gave an artificial fillip to the Railways. Today, we are proud of the development of these Railways. We have 35,000 miles of railways in which we have invested Rs. 975 crores. It is a good thing. We want expansion of these Railways also. Let there be no mistake about it. At the same time, there should be no conflict. The Roadways will be given full importance. They should be allowed to play a very significant part which the Roadways deserve. In 1943 the Nagpur Plan was evolved. By that plan a 20-year programme was drawn up by which every village in the fully developed area should not be more than 5 miles from the main road. This is the target and I am glad to say that this will be more than fulfilled by the end of the Second Five Year Plan. They have drawn up a target of 331,000 miles of roadways. By the end of the Second Plan we hope to succeed in this and with regard to surfaced roads 144,000 miles of roadways will be completed. With regard to unsurfaced roadways, 235,000 miles will be completed. It is hoped that there will be 30 miles of roads per 100 square miles. With the commencement of the Third Plan another scheme for 20 years has also been drawn up by some Chief Engineers and it is under consideration of the Government. The target of this is 657,000 miles to be achieved by 1981. Forty per cent of this will be surfaced. By this, no village in a developed area or agricultural area will be more than 4 miles from a metalled road and 1½ miles from any other road. The distance will be shortened with respect to the villages situated in semi-developed areas and also in the under-developed areas. The investment will be Rs. 5200 crores.

At present, our roadways come under various categories: national highways, State highways, major district board roads, other district board roads and ultimately village roads. With regard to national highways, they have been taken up and missing links, some bridges, some improvements to stretches of roads will be at-

tended to immediately. Besides national highways, Government has taken up the responsibility of constructing some more roads: that is, the road between Passi and Badarpur and the alternative to the Pathankot-Udhampore road and another road on the West coast. With regard to the West coast road, I would like to congratulate the Government. It is of very great importance for that region, particularly for Mysore. After the States reorganisation, it is coming up well. It was proposed that with the end of the Second Plan, three-fourths of this road will be completed. I am sure it is going according to plan. The State Government is also playing its part and the Central Government is also playing its part. I am optimistic that the construction and completion of this road will go according to plan.

With regard to the major district board roads and other district board roads, I would like to say that they are not in a good condition. That is my experience. I would suggest that this should be brought under the Public Works Department of each State or under the Highways Department of each State. They are not functioning properly; they are in a very bad condition. There is no proper maintenance, there is no proper repair. That should be attended to.

With regard to village roads, the various agencies that are to devote attention to the construction of village roads will have to co-ordinate their activities. There is a tendency now for everybody to gravitate towards urban areas. That can be checked if we can provide these amenities and facilities like good communications, good water supply, electricity and all that. Proper communications form a most important item in this matter. It is of very great importance that we have national highways, express ways. All these are very necessary and desirable for the development of our economy; at the same time 500,000 villages have to be served. If we have to increase the standard of living of the

villagers and industrialise our economy properly, we must attend to these village roads

There was a criticism yesterday by my hon. friend Shri Mohammed Imam. He was saying that the roads in the Community development and National extension scheme areas were not proper. It is true many of them are not in good condition. The real reason is not any inherent deficiency or defect in the National extension scheme or Community development or in the agencies. It is in the working or it is in the human element. I have seen some very good roads constructed under Community development and National extension scheme, with local co-operation and public co-operation. These 580,000 villages cannot be served by roads unless we fully utilise public co-operation and popular co-operation. I know, mere enthusiasm will not carry us very far. There must be official co-operation and also technical assistance from the various engineering staff in the State Governments. If all these agencies work together, we are sure to evolve a system of transport which will serve the needs of these villages.

I would like to say a word with regard to road transport. Road transport must play its part. The Railways need not be afraid of it. At present, cent per cent of the goods traffic is carried on in the private sector. We have to be realistic in this matter. With regard to passenger traffic, 75 per cent is carried by the private sector. There is a phased programme of nationalisation with regard to passenger traffic. Let it be taken up by all means. As our resources permit, as there is the necessity, as it develops, let us plan for such nationalisation according to the phases. When we have decided that there should be no nationalisation with regard to passenger traffic for the present, in some areas, you can afford to be liberal towards these people, help them to get any vehicle that they want and provide them with facilities so that they will also play their role in developing the economy.

In the midst of all these things, we must not forget the bullock carts, and the role that they play which is important. All the villages are mostly served by bullock carts. An experiment was carried on by which the iron tyres of the carts could be widened and made more flat, so that the pressure on the roads might be reduced and ruts may not be formed. A suggestion was there. I hope that the Government will give more attention to this. I would suggest that a prize may be instituted to any technician or engineer who invents or devises a bullock cart subject to certain conditions. As they have now evolved the Ambar Charka in charkas, we must evolve a good type of bullock cart. It should be possible, it should not be beyond the capacity or talent of our technicians or engineers to evolve a good bullock cart, which will enable the bullocks to bear heavier loads and draw them with greater ease and at the same time, keep the roads also in a proper condition, and prevent ruts. I suggest that the Government must take up this matter seriously, because it affects lakhs of our villages, and our economy in the rural sector. After all, the number of motor vehicles in 1943 were 121,282. In 1955, it rose to 4,18,067. The annual increase—I am referring to motor transport—is 78,000. By the end of the Second Road Development Plan, it is supposed to be 370,000. This is a most important item and so I am mentioning these figures. We should not forget to evolve a better type of bullock cart, to serve rural economy.

Then, Sir, I will just refer to two other matters which come to my mind. There is a proposal to have express ways. This is necessary to meet the demands of the growing economy and to serve the highly industrialised and thickly populated areas.

Inland navigation has been neglected so far. We have 5,500 miles of inland waterways. We have got the Ganga, Brahmaputra, Godavari, Krishna, Mahanadi rivers and the backwaters of Kerala and the Mahanadi Canal,

[Shri T Subramanyam]

These waterways provide for inter-State transport requirements. The Ganga-Brahma Water Transport Board which was constituted in 1952 has been playing a very important role. Water Transport Services carry nearly sixty per cent of the total goods traffic between Assam and Calcutta. Of this, eighty per cent is being carried on by the Joint Steamer Services. Recently an important step has been taken by the Government in this direction. I am referring to the formation of the Inland Water Transport Committee which was constituted in 1957 to consider the question of development of inland waterways and to see how they can be fully utilised. Various proposals have been given in this matter. They have not yet submitted their final report. Traffic surveys have been suggested. They are going to conduct the surveys in Buckingham canal, Vedaranyam canal and Orissa waterways. They have also given some interim recommendation with regard to the inclusion of some schemes under the Second Five Year Plan. Originally it was proposed to spend Rs 3 crores. Now it has been reduced to Rs 142 lakhs. I am not going to criticise that matter. I suggest that the recommendations of the Water Transport Committee should receive very great attention from the hands of the Ministry. Just as we have evolved a twenty-year programme for the development of roads, we should also evolve an all-India programme of developing the navigation and irrigation canals and the various river systems in India, should be linked

Then, Sir, about the Postal circles I would like to say something. There are 13 territorial units now of which 12 are Post and Telegraph circles. After the reorganisation of States it has become very necessary and desirable that Mysore should have a separate circle under a separate Post-Master General. Postal department is developing into a very important nation-building department. We have got six to seven lakhs of people working there. Postal department is also

contributing a substantial amount to the general revenues. It is necessary that a separate circle should be formed in Mysore State under a separate Post-Master General.

I wish to say some words about Tourism. This is a very important undertaking and a good foreign-exchange earning undertaking. We find that the number of tourists has been increasing from year to year. In 1958, the figure was 92,202. At present we have got a programme to provide accommodation for the tourists.

Mr. Deputy-Speaker: Now he should stop.

Shri T Subramanyam: It was proposed to set up hostels in some important places in some States where foreign tourists would come. Two categories have been devised for this purpose and this proposal has been in the offing for the last five or six years. In Hampi and Hospet there has been a proposal to set up hostels for the last three years but I feel that even the sites have not yet been acquired for putting up buildings. I hope the State Government will be asked to expedite the matter to see that more tourist traffic is attracted.

The Deputy Minister of Civil Aviation (Shri Mohiuddin): Mr. Deputy-Speaker, Sir, in the debate that has so far proceeded in the House on the demands for grants for the Ministry of Communications and Transport, the Civil Aviation department, I am glad to say, has not received any serious or severe criticism. I think that this comparative lack of criticism generally reflects the satisfaction of the hon. Members on the services of the Indian Airlines Corporation and the Air India International. In any case, my senior colleague will be replying tomorrow and he will take note of all the points that may be made after I have replied and all the criticisms that might be levelled against us in the debate.

My hon. friend from Assam made certain points. I shall certainly reply

to him. But, before doing so, I would like to mention one important development that has taken place during the year 1958. This development relates to the financial and capital structure of the Indian Airlines Corporation. Every corporation or Government-controlled and Government-financed companies are expected not only to work on the basis of self-sufficiency but also to contribute profits to the Exchequer of the country. They should also be able to pay interest on the capital which is invested in those corporations.

The Indian Airlines Corporation was nationalised in 1953 and a period of five years has passed during which the Corporation had to face a very difficult task of amalgamating eight private Airlines Companies that were nationalised in 1953. They have consolidated their position. It was thought desirable that we should review the capital structure of the Indian Airlines Corporation as well as the working of the Corporation and its efficiency and both these matters were reviewed in 1958. Government appointed an expert committee to review the working of the Airlines Corporation. They have submitted the report and that report has been placed on the Table of the House. I acknowledge the pains that the Members of the Committee have taken in studying the working of the Corporation and for their penetrating analysis of the costs of the various sectors of the Airlines Corporation and the practical suggestions that they have made.

The capital that was advanced to the IAC upto March, 1958 is about Rs. 14.20 crores. The corporation has been running at a loss of just over one crore of rupees every year. Till March, 1958, the total loss including the depreciation amount was Rs. 4.83 crores, out of which Rs. 2.59 crores—I am not giving the exact figures, but I am giving only rough figures—were on account of depreciation of aircraft and so on, and Rs. 2.23 crores were what are called cash losses.

15 hrs.

In addition to the capital advanced to the corporation which amounted to over Rs. 14 crores, the losses which were incurred every year by the corporation had to be covered. The corporation did not have any general reserves from which they could wipe out the losses. So, Government had to give them loans on long term basis to cover the cash losses. These loans were also treated as advances to the corporation, and they form part of the balance-sheet.

As the corporation had been nationalised in 1953, Government deemed it desirable that no interest should be charged on the corporation for a period of five years. The interest was waived for a five-year period, and the period of concession expired in August, 1958.

In reviewing the capital structure of the company, two decisions were taken by Government. One was that the interest should be waived till 1966. The other was that the losses that the corporation had incurred during its working for the five years, that is, what we call the net or cash losses which amounted to Rs. 2.23 crores should be written off. Of course, this is subject to the approval of Parliament.

Another important decision was that instead of giving the cash losses to the corporation as loans, as had been done so far, the corporation should be subsidised. If we subsidise the corporation, we have got to consider on what basis the subsidy should be given. Various suggestions were made. For example, the suggestion was made that a rebate may be given on the fuel taxes. Hon. Members may remember that before nationalisation, the airlines companies were given rebate on petrol. It was also suggested that the IAC may be given a rebate on petrol and oil taxes. If a subsidy is to be given, it is necessary that the scheme of subsidy or scheme of rebate should be such as should be directly related to the efficiency of the corporation.

Shri Tangamani (Madurai): While the hon. Minister is on this point, I would like to point out to him that the committee has referred to the price of aviation fuel and how an attempt should be made to purchase the fuel at a reduced price; they have also referred to the question of excise on fuel. May I know whether Government have taken any decision about it?

Shri Mohiuddin: The committee has referred to the possibilities of negotiations by the IAC on the price at which they buy petrol and other fuels from the companies. Of course, that will be considered, and I am sure the corporation will try and obtain lower prices from the companies, as they consume a very large quantity of petrol and oils.

I was just mentioning that these were the two methods by which the losses that are incurred by the corporation could be met; that is, we could give either the rebate, as was done previously for the airlines companies that were nationalised in 1953, or pay a subsidy. And any scheme that is meant to meet or cover the recurring losses every year must be related to the efficiency of the working of the corporation. That is an important factor.

Shri Tangamani: The committee has given a good certificate about the efficient working.

Shri Mohiuddin: The committee has given a good certificate, but they have also suggested how to decrease the losses.

Mr. Deputy-Speaker: The hon. Member should not try to smuggle in his speech in this manner.

Shri Mohiuddin: Shri Tangamani was referring to petrol. The committee has said that there could be an economy of about Rs. 10 lakhs on petrol consumption. If a rebate were given on the fuel taxes, Government will also be paying a rebate on any

possible wastage of petrol. So, it was decided that instead of giving a hidden subsidy or a concealed subsidy by rebate on taxes, we may give a subsidy to the corporation; but the question remained, what is the principle on which subsidy will be paid. For that purpose, a committee was appointed to make recommendations as to the method and the principles on which the subsidy can be given. As hon. Members know, the committee has recommended a standard cost for Dakota operations. As an illustration, I may say that the committee has recommended that in due course, that is, in the course of three or four years, the per hour direct cost of the Dakota operation should be brought down from Rs. 544 in 1957-58 to Rs. 466. That will be a big saving.

Dr Melkote (Raichur): May I know what this figure of Rs. 544 represents?

Shri Mohiuddin: Rs. 544 is the direct cost of operation for one hour of flying of the Dakota. It is the direct cost that is, fuel, salary, repairs, maintenance etc. are included in it but not including the head office administrative expenses. They have shown that this direct cost can be brought down in three or four years' time to Rs. 466, a saving of about Rs. 78 per hour of flying. Now, it is expected that the corporation will make every effort to make economies in their expenditure and bring down the losses as much as possible. The committee has paid very glowing tributes to the Indian Airlines Corporation for their Viscount operations. I am sure hon. Members who have read the report would have been struck by the sentence in which they have mentioned the Viscount operations of the IAC. They say:

"We wish to record our admiration of the efficiency of the IAC Viscount operations. In the operation of aircraft, in the utilisation achieved, in the work of

maintenance and overhaul and in the general level of operating costs, the IAC compares favourably with Viscount operations in other parts of the world."

They have also paid a tribute to the Corporation for their night air mail service. Unfortunately, the night air mail service may show a loss this year, but it is expected that next year the night air mail service will also show a profit. These are some of the points that I wish to mention before proceeding to take up the points that have been mentioned by hon. Members.

Shri Braj Raj Singh (Ferozabad): Are there eight hours for this discussion?

Mr Deputy-Speaker: I had that impression.

Shri Braj Raj Singh: May we expect that the hon. Ministers will take three hours?

Mr Deputy-Speaker: That we will see. We have just begun and simultaneously there is some impatience.

Shri Mohiuddin: My hon. friend Shri Basumatari has mentioned that Assam is neglected. I am sure that if he were to examine closely the operations of the Indian Airlines Corporation on the Assam side he will realise that Assam is not at all neglected. The Corporation's services are going on that side in very large number, and serving that part of the country at a very heavy loss. About Rs 31 lakhs are incurred as a loss on the services towards Assam. In spite of this loss, the Indian Airlines Corporation have reduced the fare from Calcutta to Agartala. This is only as an experiment. If this experiment proves successful, that is to say, if the revenues increase and are more than what they were before, this experiment may be continued.

Shri Basumatari referred to the reduction in the amenities provided

on the aircraft. He said that some people had to go without breakfast. The Indian Airlines Corporation had to change their menu on the Dakota services. This was done after a thorough survey and investigation. It was found that the meals that were prepared on these lines for short hops, short runs, were wasted to a very large extent and instead of giving full meals.

Shri D. C. Sharma (Gurdaspur): Do you think that only dyspeptic travel on these lines?

Shri Mohiuddin: It is not necessarily dyspeptics that waste it. The run of these hops is only from 1½ to 3 hours. So people who travel for 1½ hours, one hour and 50 minutes, do not usually come for meals on the plane. They take their meals and come or take their meals after they have reached the destination. Some people may take the meals on the air-plane but others do not like to take it. This was the reason that instead of serving the meals, the air corporation are now serving on short runs what are called heavy snacks. I am sure that heavy snacks are as good as or mainly meals.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): How heavy is the snack?

An Hon. Member: This is food for thought!

Shri Basumatari: Previously lunch was served in Agartala, because from Gauhati passengers are asked to come to the air station at 9.30 which is an odd hour, and they used to take lunch at 11.45 at Agartala. Now, they do not get any lunch, neither is there any hotel in Agartala. So, they have to go without food.

Mr Deputy-Speaker: The hon. Minister has said that they must habituate themselves to these heavy snacks.

Shri T. B. Vittal Rao (Khammam): Even the tea that is offered is hopelessly bad.

Shri Mohiuddin: I am sure my hon friend does not know the taste of that tea

Shri Braj Raj Singh: Can they not fast for the time being?

Shri Mohiuddin: As far as tea and coffee are concerned, I shall, of course, certainly make enquiries about it

T. B. Vittal Rao. Between Mangal and Hyderabad

Shri Mohiuddin. I shall make enquiries about this

Some mention was made about the private operators, and it was said that they should be encouraged. There is also a suggestion from some other quarters that the private lines should be nationalised. Hon Members will remember that the Estimates Committee which also considered this question have not recommended nationalisation of the private lines. On the whole they thought that the existence of the private lines might be useful as far as presenting some competition to the Indian Airlines was concerned. Private operators are operating mainly in the Bengal and Assam areas. They visit those aerodromes which are not on the scheduled list of the Indian Airlines Corporation. They are free to go to aerodromes which are not included in the scheduled list.

As far as the figures are concerned, the private operators are on the whole doing well. They are also rendering some service. They carry passengers, they carry goods, wherever these services are necessary. It is therefore not in the interests of the country to nationalise them.

As far as encouraging them is concerned, at the present moment under the rules they are free to operate in those areas. I do not know what other encouragement is necessary.

My hon friend Sardar Saigal referred to the agreement which the AII made with the Seaboard and Western Airlines. It is only an experiment. The agreement will terminate in March, 1960. This question was debated before and I had explained that by March, April or May 1960, AII would have surplus capacity after they received the Boeings, and they wish to develop this business to absorb the surplus capacity that would become available to them in the first or second quarter of 1960. So that it was in the interest of AII that Government agreed to this agreement for a very short period.

Now, there are some minor points which have been raised. Shri Manay said that the chowkidars have got to do continuous duty. Chowkidars have got to do continuous duty wherever they have got to work.

Shri Tangamani: 24 hours?

Shri Mohiuddin: The system that the Civil Aviation Department has adopted for the hours of work of chowkidars is practically the same as has been adopted in the railways. That system has been working for a long time in the railways.

Shri Muhammed Elias (Howrah): In the railways, they get rest.

Shri Mohiuddin: Here also they get rest.

Shri Muhammed Elias: They have got their own quarters where they are posted.

Shri Mohiuddin: These chowkidars also get rest. If the hon Member would like to have details, I shall give him the details. But I need not go into details at this stage.

Shri Feroze Gandhi (Rai Bareilly): Meanwhile, he (Shri Muhammed Elias) can rest.

Shri Mohiuddin: Regarding the allowances given to the low paid employees, Shri Manay referred to the

gliding centre at Bangalore. The rule that house allowance is paid to the employees living and working in the municipal limits is not a solitary rule in the Civil Aviation Department. It is applicable to all the departments including P & T and others. Whether a person living in the city and going outside the city limits to work should also get a house allowance is a problem which, I am sure, the Pay Commission will consider and make necessary recommendations.

Shri Tangamani: In the nature of things aerodromes will be outside cities.

Shri S. M. Banerjee (Kanpur): Those employees of IAC are entitled to house rent allowance who are not provided with houses. Is that so?

Shri Mohiuddin: As far as I am aware, low paid employees of grade I and grade II of IAC are getting house rent allowance.

Shri S. M. Banerjee: What about the third grade?

Dr Melkote: What about grade III and IV?

Mr Deputy-Speaker: Just now there was a complaint that Ministers were taking a long time.

Shri S. M. Banerjee: This is a point for clarification.

Mr Deputy-Speaker: But that is included in the Minister's time.

Shri Mohiuddin: Regarding education of the children of employees living at the aerodromes outside the cities, the Department has given a concession at 10 aerodromes for carrying the children to the schools. I hope this arrangement will be extended to other aerodromes as well.

As regards quarters for the employees, the housing problem is very acute and serious. The Civil Aviation Department and IAC are trying to

solve it, but there are difficulties in the way.

Shri Muhammed Elias: How long will it take to solve it completely?

Shri Mohiuddin: It is taking a long time. Every year the houses come up, but unfortunately the population is also increasing much more rapidly.

There was the question of quarters meant for the staff of the Civil Aviation Department being given to employees of other departments. In this case, reference was made to the quarters given to the Secretary of the Flying Club, Delhi. The Secretary of the Flying Club, Delhi, though not directly an employee of the Civil Aviation Department, is directly connected with flying, and I attach as great importance to flying clubs as to other activities of civil aviation. And specially, in view of the fact that the Flying Club had an accident last year, it was deemed desirable and necessary that this amenity should be given to the Secretary of the Flying Club so that he is near the place of his work. As regards rent and so on, I am not aware of the details. I shall make enquiries in regard to that question.

The aerodromes require a number of services. Meteorology, for example, is an essential service for them. The employees of the Meteorological Department who provide this service must live near and at the spot. Naturally, if they have not got any quarters of their own and if it happens that the Civil Aviation Department has some quarters available it has got to provide quarters to them, for the sake of the safety of the service. I think it is, therefore, not fair to criticise the allotment of Civil Aviation Department quarters to others whose services are just as essential.

Now, I would like to say a word about the officers and men of the Civil Aviation Department, IAC and

[Shri Mohiuddin]

AII. AII have a reputation of their own in the world. They are well known for their service and efficiency. They are making very rapid progress. (An Hon. Member: IAC is just the opposite.) Similarly, the Indian Airlines Corporation are also making progress. The traffic is increasing at the rate of 10 per cent per annum. I am sure that in about four or five years time with the increase of traffic at the rate of about 10—12 per cent, and with the carrying into effect of the recommendations of the Whitcroft Committee, the losses now being incurred will be wiped out.

Mr. Deputy-Speaker: Shri Vajpayee Shri Jangde (Bilaspur). Is there any chance of Madhya Pradesh being put on the air map of India?

Shri Mohiuddin: I am sure that it will be done very soon. Bhopal will be connected.

Mr. Deputy-Speaker: Now I suppose Shri Jangde need not have another opportunity to speak.

Shri Jangde: No, I want to speak.

श्री बाजपेयी (बलरामपुर) उपाध्यक्ष महोदय, मैं पोस्ट एंड टेलीग्राफ के सम्बन्ध में अपने विचार प्रकट करना चाहता हूँ। जो अनुदान की माँग इस सम्बन्ध में प्रकाशित की गई है, उनको देखने से पहली बात जो ध्यान में आती है वह यह है कि पोस्ट एंड टेलीग्राफ विभाग का सारा प्रशासन टूट चुका है।

उपाध्यक्ष महोदय, बाकी माननीय सदस्य कल के लिये उठा रहेंगे।

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS FORTIETH REPORT

Mr. Deputy-Speaker: Now we take up Private Members' Business. Sardar Amar Singh Saigal.

Sardar A. S. Saigal (Janjgir): Sir, I beg to move:

"That this House agrees with the Fortieth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st April, 1959."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Fortieth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 1st April, 1959."

Shri D. C. Sharma (Gurdaspur): Sir, I want that the time . . .

Mr. Deputy-Speaker: That is not contained in this Report.

The motion was adopted.

15.31 hrs

PORT HAJ COMMITTEES (AMENDMENT) BILL*

Shri A. K. Gopalan (Kasergod): Sir, I beg to move for leave to introduce a Bill further to amend the Port Haj Committees Act, 1932.

Mr. Deputy-Speaker: The question is.

"That leave be granted to introduce a Bill further to amend the Port Haj Committees Act, 1932."

The motion was adopted.

Shri A. K. Gopalan: Sir, I introduce the Bill.

15.33 hrs

INDIAN RAILWAYS (AMENDMENT) BILL—Contd.

Mr Deputy-Speaker: The House will now resume further discussion of the motion moved by Shri Jhulan Sinha on the 20th March, 1959 'that the Bill further to amend the Indian Railways Act 1890, be taken into consideration

Out of 1 hour allotted for the discussion of the Bill, 18 minutes have already been taken up on the 20th March, 1959 and 42 minutes are now available

Shri Jhulan Sinha may now continue his speech—rather he should try to conclude his speech

Shri Jhulan Sinha (Siwan) Sir the other day while I was moving my motion for the consideration of the Bill I was referring to the third point that I had intended to embody in this amending Bill. The third point had just begun. That referred to overcrowding in trains

Sir the House knows that the discussion on the Railway Budget has ended only a few weeks back and the position relating to overcrowding is so very disappointing. The report says that there has been some decrease to the extent of some 5 per cent in broad gauge lines and to the extent of 10 per cent in metre gauge lines. In this state of things, with very limited resources at the disposal of the Railways and the still limited scope for relief in this respect owing to the limit of the availability of material, rolling-stock and coaching etc we do not expect much improvement in respect of overcrowding in the coming years of the Second Plan

Then, what is to be done, was the question I was just posing the other day. It appears that we will have to put up with the position as it obtains. The Railway Ministry have certainly

done what they could in the circumstances. They have tried to make an even distribution of the trains on the lines concerned and tried to lessen overcrowding in the trains by running more trains on the existing lines. But, I think that is not all. Something more has to be done and I hope that will be done in due course

The position is that there is a section in the Indian Railways Act, section 118 which makes it penal for anybody on the footboards or on the roofs of moving trains. I note the section embodies very wholesome principles. It is neither safe to board a moving train or to remain on the footboard or to climb the tops of the compartments. And the attention of the Ministry has been drawn to this thing in this House more than once. It is not only the ticketless travellers, that go to the top of compartments, but it is also those who have to travel as a matter of necessity but who due to lack of accommodation have no option but to climb to the top and traverse the distance. That is a position which is never desirable

But as the law stands now they can be very easily penalised under section 118 of the Indian Railways Act. What this Bill seeks to provide is that these may continue to remain as offences but there shall be valid defences also

I personally know of a case. Some years ago when I was a member of the Bihar Assembly this happened. A gentleman in the first class compartment went out to take water from the tap that was at some distance. While he was returning, the train steamed off and he just ran. He could not run up to his compartment. He got hold of the handle of a third class compartment. In the meantime he was caught and was put up before the Railway Magistrate and fined Rs 10. I know the whole history of the case. You will excuse me for a few seconds. He said "I am a first class passenger, I was just running to get into my compartment, why should I be penalised?" He was told "If you take

[Shri Jhulan Sinha]

this plea, you may have to come so many times and you will lose your time and money. Therefore, you kindly plead guilty and have a lesser fine. Neither the court nor the passenger had other option. In these circumstances, what this Bill seeks to provide for is that if the passenger can give a valid defence for travelling on the foot-board, on the roof or any other places mentioned in section 118 of the Indian Railways Act, then, that valid defence has got to be accepted. This is the third thing which this Bill seeks to provide.

The fourth thing that this Bill seeks to provide is a change in the Schedule. I do not know when Schedule I of the Indian Railways Act was enacted and when it was amended. My impression is that it was enacted as early as 1890 and there has been no change thereafter. The responsibility of the Railways for the articles mentioned in that seems to be based on the price-level prevailing in the last quarter of the 19th century. I have, therefore, sought to provide for the amendment of that and tried to bring it to the level of the present prices of the articles enumerated therein.

These are the provisions embodied in this Bill. I may just sum it up in a minute or two and finish because the debate has been continued for two days and I should sum it up. To sum it up, it seeks to provide, firstly, for pilfering being made an offence under the Indian Railways Act.....

Mr. Deputy-Speaker: The hon. Member has described all the 4 points that are contained in the Bill.

Shri Jhulan Sinha: I may just sum it up in a minute or two, if you will put up with me. Otherwise I will finish.

Mr. Deputy-Speaker: Summing up should be done if there were time for it. Now, there is no time. Out of one hour he could not expect more.

Shri Jhulan Sinha: If you do not allow me to sum up, I say these are the things that have been provided for in this amending Bill. I will not take any more time of the House. I will just finish by quoting from a speech which my hon. friend the Deputy Minister, Shri Ramaswamy, made which has come in the News Letter. This is what he says:

"Four persons out of every hundred passengers travel without ticket or without a proper ticket" and

"The loss of revenue from ticketless travelling is 4.5 crores annual."

And the compensation paid every year by the Railways to the persons whose goods are lost in transit has been stated in the report and it comes to nearly Rs. 3 crores and odd. This huge loss has to be prevented in the interests of the nation and for enabling the Railways to carry on more efficiently

I think the Railway Minister would think it desirable to consider these aspects, especially when the Railway revenue has been dwindling and there is keen competition from the roadways also, which has got to be faced. In the circumstances I would urge upon the Minister to consider all these points in the light in which I had placed them. With these words I commend my motion to the acceptance of the House.

Mr. Deputy-Speaker: Motion moved:

"That the Bill further to amend the Indian Railways Act, 1890 be taken into consideration."

Now, the hon. Member has taken about half an hour—28 minutes to be more exact. It is time that I call the hon. Minister because he will take the other half an hour and thus we finish one hour.

Shri Braj Raj Singh (Firozabad)
Five minutes for some Members.

Mr. Deputy-Speaker: All right
Five minutes for each hon Member

Shri Tangamani (Madurai) I am in general agreement with the objects of the Bill. During the last session, an amendment of the Indian Railways Act was brought by the hon. Minister himself and it was passed. There the purpose was to prevent the pulling of alarm chains and prevent ticketless travel and also the unauthorised hawkers travelling in the trains. When the Ministry has considered it wise to prevent certain abuses by the public I do not know why it should have overlooked these three very important points which have been brought forward by way of an amendment to the Indian Railways Act.

So far as the railway property is concerned, we would like to know from the hon. Minister whether pilfering has been on the increase or decrease since the watch and ward and other restrictive measures were adopted because they have given us figures about the loss of income due to ticketless travel and they have also given us figures about losses due to payment of damages to the merchants for articles which were entrusted to them for conveying. They have given us an indication whether such a measure is necessary or not. I would like to include the question of vandalism being practised by a section of the travelling public. We find in the trains that a bulb is missing suddenly or in the bath room certain material parts are also missing. When such acts are detected really a deterrent punishment is called for. Another instance is in the workshops where articles worth several lakhs are stored. We have received some reports and I could not verify the authenticity of those reports and so I have not informed the Ministry. We do receive reports of articles missing from the workshops. I would like to know whether there are arti-

cles missing from the stores and from the workshops. The addition of section 99-A in this Bill envisages that any person who indulges in pilferage should be punished with a term of imprisonment which may extend to one year, it is a very salutary provision. A certain emphasis has got to be placed where the accused persons are railway employees. The railway employees, by and large, have been doing a very patriotic service. If the unsocial elements could be caught while pilfering the railway property or the articles entrusted to the railways' care, they must be given a deterrent punishment.

Another point—the last one which he referred to—is regarding overcrowding. How can we penalise the passengers who enter into compartments which are already full? That was the question asked. It will come within the mischief of sections which I am not able to place my hands upon just now. There is a provision in the Indian Railways Act whereby if a particular compartment is already crowded and if a person attempts to enter it, he will come within the mischief of that section. I do not think the Railway Ministry can provide adequate and enough accommodation for all the passengers because of the provisions contained in section 118. If a passenger, after being warned by a railway servant to desist, persisted in travelling on the roof, steps or the footboard of any carriage or of an engine or in any part of the train not intended for the use of the passengers, he shall be punished with a fine. I can understand it if it is the footboard or roof. But a passenger may be standing in the corridor when he is not finding enough space inside and he will also come within the mischief of that section. It is necessary that we are serious about the penal clauses which we have already passed. I should like some proviso to be there so that where it is very much crowded and if a passenger is standing in the footboard or he is forced to stand in the corridor, he should not come within

[Shri Tangamani]

the mischief of that section. I believe that is the intention of the hon. Mover of this Bill. The three penal clauses which we have passed had received wide publicity and the people have generally welcomed it.

With these words, I support this measure.

श्री बजरत्न सिंह : उपाध्यक्ष महोदय, मैं पांच मिनट में पहले ही खत्म करने की कोशिश करूँगा। मैं इस विवेक की धारा 3 का हृदय में समर्थन करता हूँ—इस लिए कि जहाँ तक बिना टिकट चलने वालों का सवाल है उन को मजा दी जानी चाहिए और उस में ज्यादा में ज्यादा सज़ा होनी चाहिये। लेकिन हम देखते हैं कि रेलवे विभाग में सम्बन्ध रखने वाले कुछ लोग यह समझ लेते हैं कि यह उन की ज़िम्मेदारी है। इस सम्बन्ध में मैं एक केस का जिक्र करना चाहता हूँ। कानपुर में एक साहब हैं जिन्हें रेलवे मैजिस्ट्रेट कहा जाता है। वहाँ दिल्ली बिना टिकट घाने जाने हैं और अगर कोई उन में चार्ज करने की कोशिश करता है, तो उस पर झूठा मुकदमा चलाने की बात की जाती है।

श्री स० म० बनर्जी (कानपुर) : सस्पेंड करने की बात की जाती है।

श्री बजरत्न सिंह : जैसा कि मेरे मित्र ने कहा है जो रेलवे का टिकट चैकर उस से चार्ज करने की कोशिश करता है, उस को सस्पेंड करने की बात की जाती है। पहले भी ऐसा हुआ कि वह और उन की श्रीमती जी ने इसी प्रकार यात्रा की। जहाँ तक रेलवे सरबैंट्स का सवाल है, उन के लिए तो कभी सजा की व्यवस्था होनी ही चाहिए।

रेलवे उपबन्धी (श्री आहुनबाब का) : क्या माननीय सदस्य ने इस केस की कोई तकसीलात मिनिस्टर साहब को भेजी है ?

श्री स० म० बनर्जी : कानपुर की पुलिस ने भेजी है। श्री जगदीश प्रबस्थी ने सायब इस बारे में पत्र भी लिखा है और क्लेक्शन भी पूछा है।

श्री बजरत्न सिंह : जहाँ तक रेलवे से भेजे जाने वाले सामान को खराब करने और चोरी करने का प्रश्न है, उस में भी कुछ सज़ा की आवश्यकता है। मुझे ऐसा डर लगता है कि जिन लोगों को सामान की रक्षा के लिए रखा जाना है, कभी कभी उन लोगों का भी ऐसी घटनाओं में हाथ रहना है। इस लिए इस बारे में ज्यादा सावधानी बरतने की आवश्यकता है। अगर रेलवे का वाच एण्ड वाई डिपार्टमेंट रेलवे के सामान की रक्षा न कर सके और सामान खराब होता रहे और चोरी होता रहे तो यह एक ऐसी स्थिति है जिस की गफ मिनिस्टर साहब को ज्यादा ध्यान देना चाहिए। उन लोगों पर क़या भी खर्च हो और सामान भी चोरी होता रहे, यह उचित नहीं है।

जहाँ तक थ्रोग-काउंटिंग का सम्बन्ध है, यह तथ्य है कि हम अभी तक रेलों की भीड़-भाड़ को कम नहीं कर सके हैं। यह कोई व्यापारिक नीति नहीं है कि ग्राहक को जिस चीज़ की आवश्यकता है, वह हम न दे सकें। गवर्नमेंट का एक डिपार्टमेंट रेलवेज को चला रहा है। वह यात्रियों को सफर करने के लिए पूरी जगह और सुविधायें नहीं दे पाया है और अब गवर्नमेंट यह व्यवस्था करे कि जो लोग भीड़-भाड़ के कारण ट्रेन के फुट-बोर्ड पर या उस के ऊपर चढ़ कर यात्रा करे, उन को सजा दी जाय, तो यह उचित नहीं है। जो भी व्यक्ति फुट-बोर्ड पर या ट्रेन के ऊपर या इंजिन पर चले हैं, वे मजबूरी में ही ऐसा करते हैं। उन को ऐसा करना कभी भी अच्छा नहीं लगता, क्योंकि वे जानते हैं कि अगर गिर पड़े, तो जान बची जावेगी। इस तरह ध्यान दिया जाना चाहिए कि जब तक भीड़-भाड़ को कम नहीं कर सकते,

तब तक कानून को ढिलाई से, मानवीय दृष्टिकोण से लागू करे। इस लिए यह मान लेना चाहिए कि जो व्यक्ति ऐसी परिस्थितियों में सफर करता है कि वह रुक नहीं सकता है, तो उस के केंस पर विचार करने समय इस बात का ध्यान रखा जाना चाहिये। नीचे दखें के यात्रियों के लिए जितनी जगह मिल सकती है, वह उपलब्ध करनी चाहिए। लेकिन जो जगह मिल सकती है, अगर उस को एयर कन्डीशनिंग या सेलरज में लगाते रहे तो इस में शोवर-क्राउटिंग की समस्या हल नहीं होगी।

श्री सरजू पांडे (गमगा) उपाध्यक्ष महोदय, मैं तो समझ नहीं पाया हूँ कि इस बिल की आज इतनी आवश्यकता क्यों है। अगर माननीय सदस्य यह बिल लाते कि रेलवे डिपार्टमेंट जिन लोगों को जगह नहीं दे पाना है और जो इस कारण पटरियों और छतों पर चलेते हैं, उन को रेलवे डिपार्टमेंट के खिलाफ संलग्न करने और मुकदमा चलाने का हक हो तो यह बात समझ में आ सकती थी। लेकिन उल्टी बात की जा रही है और वह यह कि एक तो रेलवे डिपार्टमेंट मुसाफिरो को जगह न दे और उल्टे उन पर मुकदमा चलाने का प्रयत्न करता जाये। यह एक भजीब बात है। आज तक ऐसा कोई कानून नहीं बनाया गया है, जिस में उन रेलवे अधिकारियों को पनिशमेंट देने की व्यवस्था हो, जो कि मुसाफिरो को जगह न दें। इस बिल के पास करने का मतलब यह है कि रेलवे अधिकारी बहुत सारी किस्म के काम करें, जैसा कि अभी माननीय सदस्य ने कहा कि एक अधिकारी ने जगह न देने पर एक टी० टी० को स्टैंड कर दिया। यह भी हो सकता है कि रेलवे अधिकारी मुसाफिरो को स्वागच्छाह तग करने के लिए, जैसा कि हमारे देश में होता है, कहे कि तुम फुट-बोर्ड या छत पर चढ़े हुए थे। इस प्रकार सब प्रकार की करवायन बढ़ेगी। वे नहीं समझता कि इस बिल की आवश्यकता क्या है, बल्कि बिल यह होना चाहिये था

कि अगर किसी को जगह न मिले, तो उसके लिए रेलवे डिपार्टमेंट जिम्मेदार है।

इस मिनियुट में हमारा दूसरा आवश्यकता यह है कि केवल सजा देने में अपराध नहीं रुकने है। यह तो दुनिया पर काफी जस्टिस हा चुका है कि अगर लोगों को बार बार सजा दी जाए और उन कारणा का दूर न किया जाय जिन में लाग अपराध करने के लिए मजबूर होने हैं तो फिर कानून का कार्ट गय नहीं है—जैसे बन्दूक ले कर बैठे रहे अपराध दूर नहीं होगी। इस लिए यह आवश्यक है कि विभाग के डिफेंडेंट का और मुसाफिरो की तकलीफों को दूर किया जाय। इस लिए अगर सरकार पक्ष की तरफ से कानून लाया जाय तो ज्यादा अच्छा होगा बनिस्वत इस कि उन लोगों को सजा दी जाय, जो कि चढ़ते हैं। मैं समझता हूँ कि इस बिल की आज कार्ट आवश्यकता नहीं है। बल्कि जो प्रेजेंट बिल है उस में सजा की व्यवस्था है और उस में ज़ुर्माने वगैरह का प्रबन्ध किया गया है।

Shri Jaganatha Rao (Koraput, Mr Deputy-Speaker, Sir, I do not think that the amendment in the Bill as moved by the hon Mover would meet the ends of justice. He wants to have the insertion of a new section 99A which seeks to provide for higher punishment in the Indian Penal Code under sections 379 and 380 the punishment provided is up to three years. The proviso to the proposed new section 99A, according to the hon. Member, seeks to give a higher punishment to railway employees who commit an offence of theft. This also would be met if we apply section 381 of the Indian Penal Code which provides for seven years imprisonment.

Sir, the offence of theft is not being committed on the railways because the sentences provided under the Indian Penal Code are light. It is a matter of detection. It is

[Shri Jaganatha Rao]

true that railway properties worth Rs. 10 lakhs have been stolen last year. Therefore, it is a question of detection of the offence and not the leniency of the sentences provided for under the existing sections of the Indian Penal Code. Therefore, I am not in favour of the insertion of this new section 99A.

Under clause 3 of the Bill the hon. Mover wants to introduce a proviso to section 113 of the principal Act. In this proviso he says that if any railway employee travels without ticket he shall be liable for imprisonment which may extend to one month and fine. Sir, even railway servants if they travel without a pass come within the category of ticketless travellers. Therefore, no distinction need be made for providing a special penalty for railway servants who travel without tickets. I am not, therefore, in favour of this clause.

Clause 4 of the Bill is more contentious than the previous clauses. Here he wants to introduce a proviso which says.

"... it shall be a valid defence for the passenger concerned to prove that he committed the offence as a matter of unavoidable necessity."

A necessity cannot condone an offence. If travelling without a ticket is an offence, certainly it is an offence whatever be the necessity on the part of the traveller. If he travels without a ticket he would be punished.

Shri Jhulan Singh: My amendment relates to section 118 and not to ticketless travel.

An Hon. Member: Please read the Bill again.

Shri Jaganatha Rao: You can apply it to section 118. Supposing a person who holds a ticket gets into the train while it is in motion or, under section 118 where he is forbidden to do

certain things, he travels on the roof, steps or footboard, certainly, whatever be the necessity, he is liable to be punished. He should not do so. There is a danger to life. Therefore, mere necessity cannot compel a man to do a thing which is forbidden by law. So, Sir, if we accept this proviso it would amount to legalising the offences which a person would commit under the existing law.

Shri Narasimhan (Krishnagiri): Can we not change the law, improve it?

Shri Jaganatha Rao: Why should we change it?

Mr. Deputy-Speaker: We can do everything. Whether it would be an improvement is the question.

Shri Jaganatha Rao: This Parliament can pass any law, but it should not legalise such a thing as to allow a person to travel on footboard if he says that there was necessity for it. Certainly, no Parliament should countenance such a necessity whatever be the urgency of it. Therefore, I am not in favour of this clause also.

By the last clause of the Bill he wants to introduce an amendment to the Schedule. Even now under the existing section 72 if the consignor gives a higher value to the animal that he has consigned by the railways, certainly the Railways would accept the value of the animal. I do not think there is any need for changing the Schedule as it exists under the present Act.

Therefore, Sir, I oppose the Bill.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Mr. Deputy-Speaker, Sir, Shri Jhulan Sinha in moving his Bill has made certain points. Certain hon. Members on the other side were generally in agreement with him. The main points urged are these. With regard to section 99 he wants to introduce a new clause 99A in order that pilfering may

be checked by means of enhanced punishment. The object is laudable, but I submit, Sir, the purpose will not be served and it is superfluous also to have such a clause as the hon. Member has proposed.

Now, he seeks to introduce a new clause by which pilfering from consignments on the Railways shall, notwithstanding anything contained in any law for the time being in force and irrespective of the value of article pilfered be punished with imprisonment for a term which may extend to one year and the person concerned shall also be liable to fine. The language of the clause that he seeks to introduce is itself very extensive. He says: "irrespective of the value". Then, the proviso says that if it is in the case of railway employees the enhancement of punishment shall be two years.

I submit, there is already the general law, the Indian Penal Code. Section 379 provides for theft and section 381 provides for punishment of a clerk or servant employed. The railway servants will certainly come under section 381 of the Indian Penal Code.

The point that Shri Jhulan Sinha has been driving at is this, that the losses are high, the petty cases of theft have increased. The Indian Penal Code, according to my esteemed friend, Shri Jhulan Sinha, is of no help. He said that goods worth crores of rupees are being pilfered. I submit that the facts on which he has proceeded are not correct. The allegation that goods worth crores of rupees are lost by pilferage is not true. Actually, if you analyse the figures which have been given at page 51 of the report it may be analysed under different heads. Actually the loss has come down. In 1956-57 it was Rs. 333 lakhs. It has come down to Rs. 327 lakhs. Hon. Members may say that this is not very appreciable.

18 L&D—7.

16 hrs.

Shri Jhulan Sinha: In 1955-56 it was about Rs. 653 lakhs.

Shri S. V. Ramaswamy: Yes; but in answer to that, I would very respectfully submit that the volume of traffic has increased and from 1956-57 to 1957-58 there has been an increase of 11 per cent more in the traffic—from 39 million ton miles to 44 million ton miles. Added to that, the value of goods has also gone up. Considering that, it is in a sense a fall in the loss.

Shri T. B. Vittal Rao (Khammam): There are no proper places to keep the parcels also. They are thrown on the platform.

Shri S. V. Ramaswamy: That is a separate issue. It is a question of accommodation. At page 51 of the report the losses have been analysed under six heads. The first is, "Claims paid on account of goods lost and stolen". The fifth is, "Claims paid on account of parcels and luggage lost and stolen". These items account only for Rs. 163 lakhs, out of Rs. 327 lakhs which is the total. The balance is made up of claims paid on account of goods damaged by wet and claims paid on account of goods damaged by fire and breakage and other causes. Actually, the claims paid on account of theft, stealing or pilferage account only to Rs. 163 lakhs.

I do not argue that this is an inconsiderable sum. It has got to be brought down. My only submission is that actually the figures have come down in this respect from Rs. 179 lakhs in 1956-57 to Rs. 164 lakhs in 1957-58. Therefore, I would submit to this House that we are making every effort and we are having a drive to see that there is no pilferage. We are tightening up our vigilance and protection and are doing everything which will go to reduce the pilferage on the railways.

Shri T. B. Vittal Rao: Tighten the claims section also so that false claims cannot be passed.

Shri S. V. Ramaswamy: Yes; we are doing it, and it is also operating. A multi-pronged drive is being made to reduce this. We have impressed upon the railways that this figure of loss should be reduced. It comes to about 1.5 per cent. of the total earnings of the goods traffic. In other countries it is much less. We have impressed upon the railways that in Japan, in the British railways, in Australia and in Canada the figure is much less than 1 per cent. In Japan we found that it is 0.1 per cent. It is a remarkable achievement. We have impressed on the railways that we should aim at reducing it to as low a figure as possible.

I would submit that it would be very incongruous to have a separate section to deal with the railway employees alone under the Railways Act, when there is a general Act to provide for all. In the first place, it is discriminatory and in the second place it would not fit in with the scheme of things. Supposing there is a theft in the Defence department or supposing there is a theft in the Posts and Telegraphs department, are we going to have separate rules and statutes governing these things in regard to public employees as distinct from the general public? It would be a wrong thing, and there will be a conflict of laws, and it will lead to an anomalous position.

The point that may be urged is that the railways may prosecute diligently in those cases where the railway employees are involved. I submit that we have been prosecuting railway employees also under section 381 and whether we have been putting up enough number of cases, is a matter for difference of opinion. But I would assure the House that we are trying to do our utmost to prosecute our own employees if they are found guilty of pilferage. I have to submit therefore that no separate distinction

need be made on this ground. As a matter of fact, the punishment that the hon. Member proposes is less than what is provided for in section 381. In section 381, it is seven years. It reads thus:

"Whoever being a clerk or servant or being employed in the capacity of a clerk or a servant commits theft in respect of any property in the possession of his master or employer shall be punished with imprisonment or either description for a term which may extend to seven years and shall also be liable to fine."

This certainly imposes a greater punishment than the one which the hon. Member has proposed in his Bill. Therefore, the general provision that one finds in the Penal Code under sections 379 and 381 is more than enough and is quite adequate.

Then there has been another point. My hon. and learned friend has sought to amend section 113 by adding a proviso that if the passenger belongs to the railway—the passenger without tickets—he shall be liable in addition to a penalty provided under the section, to imprisonment for one month and fine. I do not know why some hon. Member has brought forward this proposition. Perhaps the hon. Members on the other side also have come across instances of cases where some railway employees have travelled without tickets or passes. From that experience of a particular Member in individual cases, to make a general proposition that railway employees travel like that and that therefore the punishment should be more stringent is a dangerous and fallacious argument.

Shri Jhulan Sinha: We never meant that.

Shri S. V. Ramaswamy: We are not providing for exceptions. Law must provide for the general rule and not for the exceptions. These cases where railway employees themselves

defy the law and travel without passes are certainly exceptional cases, but that does not mean even they go scot-free. When the law is tight enough under section 112 of the Railways Act, they can be booked and they cannot escape liability to be prosecuted. A special provision that is sought to be made will not in any way improve the position. On the other hand, there are certain legal difficulties in accepting it. There is one thing. It may be challenged on the ground of its being discriminatory. Why should the railway employees alone be spotted out and separated for special treatment? On the ground of discrimination this might be challenged. Also, to assume that railway employees as a general rule travel like this must be refuted, and it cannot be accepted. Thirdly, if railway employees travel without tickets or passes and if they are caught there are certain other penalties for them. Not merely will they be liable under the existing law under section 112 of the Railways Act to pay an enhanced fare, etc., but, if they are found to be railway officers, and travelling as such, there is disciplinary action. They are liable to dismissal. There is, therefore, the double danger of their travelling without a pass. When all these considerations are there, I do not think there is any special need for introducing this Bill.

My hon. friend might think that the railway employees may have an esprit de corps, that there may be a sort of trade union spirit and each will help the other. That is a thing we will have to meet. The supervisory staff and the superior staff will certainly see to it that railway employees by virtue of the fact that they are railway employees will not be allowed to escape. We shall as far as possible see that our employees do not misbehave as has been suggested and we shall try to enforce the provisions that have been provided under the law.

The mover of the Bill has sought to introduce a proviso which cuts at the very root of the provision of sec-

tion 118. On all accounts, travelling by foot-board is a dangerous and illegal thing. You cannot allow a man to travel by the foot-board for any reason, unless it be at his peril. But to legalise it by saying that he shall be given the option to defend it before a court of law saying, "the train was overcrowded and so I travelled by the foot-board" is not correct. It would be trying to legalise a patently illegal thing and the argument that because the train was overcrowded and so he travelled by foot-board will not hold water.

He is not under any necessity to travel by a foot-board. Who compels him? He has got the option to travel or not to travel. If he does not find enough room in the train, there is section 67(2) of the Indian Railways Act. If he applies for a refund within three hours, he will get it. How many of the passengers exercise that right given to them to ask for a refund?

श्री रघुनाथ सिंह (वागणसी) प्रगर
टिकट का दाम ही मिर्फ दो आना हो तो क्या होगा ?

उपाध्यक्ष महोदय दो आना ही हो तो वह चल कर जा सकता है।

Shri S. V. Ramaswamy: Sitting on roof tops, hanging on to the railings, standing on foot-boards, etc.—are we going to legalise all these things? Obviously not, we must punish those who travel like that. If there is overcrowding, it would be right for him to ask the railways to provide more trains.

Shri T. B. Vittal Rao: They do not do it.

Shri S. V. Ramaswamy: That is a different matter.

Mr. Deputy-Speaker: Why should he invite hon. Members and others to ask for more trains when he knows that he cannot provide them?

Shri Prabhat Kar (Hooghly) Particularly the sub-urban trains in the big cities where the employees go to office are very overcrowded

Shri S. V. Ramaswamy: It is a fact that there is overcrowding and it may be taken as a fact that we are not able to provide more trains. But still, we cannot legalise an illegal thing. Travelling in foot-boards is statutorily prevented in the interests of safety. There would be grievous accidents and many people will be knocked out like a bunch of grapes. There may be very serious accidents, sometimes it has happened. So, we cannot accept the position that this should be legalised. No sort of valid defence can be permitted in regard to travelling by foot-boards.

Shri Birendra Bahadur Singhji (Raipur) The hon. Deputy Minister said that he can apply for refund. But how long does it take for him to get the refund? He has to wait for a very long time.

Shri S. V. Ramaswamy: Let me read section 67(2).

A person to whom a ticket has been issued and for whom there is no room available in the train for which the ticket is issued, shall on returning the ticket within three hours after the departure of the train be entitled to have his fare at once refunded."

So he can apply and get the refund at once. Nobody compels him to travel by that train. If he travels on the foot-board, it is not only at his peril, but he is also liable to pay a penalty.

Mr. Deputy-Speaker: Their asking the customers that he has this option to come or not to come would not look sound. (Interruption)

Shri S. V. Ramaswamy: The station master knows and everybody knows that there is overcrowding and he could not get in.

Shri T. B. Vittal Rao: Why should they issue the tickets when they know that the train is overcrowded?

Shri S. V. Ramaswamy: It is not always possible to know the occupation ratio and the number of people travelling. Some people may get down and some people may board the train elsewhere.

Mr. Deputy-Speaker: Even if it is known, the railways cannot afford to refuse tickets.

Shri T. B. Vittal Rao: They want more money.

Mr. Deputy-Speaker: Why should they not?

Shri S. V. Ramaswamy: Then my hon. friend seeks to amend the schedule on the ground that the prices have risen. I do not know if my hon. friend is quite right in saying that the price of donkeys has risen from Rs. 40 to Rs. 200.

Mr. Deputy-Speaker: Why should he discriminate about donkeys?

Shri S. V. Ramaswamy: He wants to amend the schedule. Sometime ago prior to 1950 dogs, donkeys, goats, pigs, sheep or other animals were priced at Rs. 10 per head. I do not know whether the price of donkeys has risen to Rs. 200.

Shri Jhulan Sinha: I have said it should be raised to Rs. 40 per head and not to Rs. 200.

Shri S. V. Ramaswamy: I do not know why he has reduced the price of mules, horned cattle and camels from Rs. 200 to Rs. 40. I do not know whether he can get a camel for Rs. 40 anywhere.

An Hon. Member: He has not raised

Shri Jhulan Sinha: I have not raised it at all. I have said, it should remain at Rs 200.

Mr. Deputy-Speaker: Another zero has been left out at the end. If he corrects that mistake, is the hon. Deputy Minister accepting the Bill?

Shri S. V. Ramaswamy: No, Sir. Probably there will have to be an assessment of the value of donkeys by Government. My hon friend has also sought to reduce the price of a horse from Rs 750 to Rs. 500. I thought the price of horses was going up and not coming down. It may be correct with regard to the elephant. On the whole, the schedule has been prepared with great care and I do not think there is any justification for altering the schedule.

For all the reasons I have urged, the Government opposes the Bill.

Shri Jhulan Sinha: I am grateful to those hon Members who have supported the Bill. As for those Members who opposed it, I will only say that they could not follow the provisions in the Bill and have misunderstood it.

Mr. Deputy-Speaker: They require further education.

Shri Jhulan Sinha: It seems like that. So far as Mr. Jaganatha Rao is concerned, I can only say that he accepted the Government brief in a hurry.

Shri Jaganatha Rao: No.

Shri Jhulan Sinha:... and probably has not been able to do justice to the provisions. Whenever he was referring to ticketless travel, I was really meaning penalty for foot-board travelling. There was absolutely no connection between the two. So, it is a clear indication of his acceptance of Government brief in a hurry.

So far as the hon. Deputy Minister is concerned, I do not want to refute his arguments. I can only say that there is a vital and fundamental difference in the very outlook that we possess on this point. I know the Government is making strenuous effort....

Mr. Deputy-Speaker: Who are included in this word "we"?

Shri Jhulan Sinha: The Members on the benches on this side of the House.

Mr. Deputy-Speaker: That would include Mr. Jaganatha Rao and the Deputy Minister also.

Shri Jhulan Sinha: I mean the non-officials, those who are in the higher level.

Mr. Deputy-Speaker: Let the question be put to see who are included in "we".

Shri Jhulan Sinha: This fundamental difference in the outlook was responsible for the opposition of the hon. Deputy Minister to this Bill. I only want that the evils enumerated in the Bill should be studied a little more vigorously. I have absolutely no intention to embarrass the Government or myself. As might have been apparent to anybody from the speeches I made while moving this Bill for consideration, I only wanted to impress certain points on the Treasury Benches in a way in which they may catch up and try to put them into action. Now it appears that the matter has gone home to them. But certainly there are difficulties which they pleaded in accepting the suggestion that I have made. I shall be satisfied if the Government takes it in the spirit in which I moved it. Now I only seek the permission of the House, in view of the general sense expressed by the House, to withdraw my Bill.

Mr. Deputy-Speaker: Has the hon. Member the leave of the House to withdraw the Bill?

Some hon. Members: Yes.

The Bill was, by leave, withdrawn.

16.21 hrs.

CHILD SANYAS DIKSHA RESTRAINT BILL

Shri D. C. Sharma (Guraspur): Before moving my motion I would request you that the time allotted for my Bill may be increased for 1 hour to 2 hours.

Mr. Deputy-Speaker: He should leave some time at least for the next Bill to be moved. Whatever time is remaining, I can give to him. Therefore, he need not now refer to that. He might proceed straight with the Bill.

Shri D. C. Sharma: I beg leave to move....

Shri Vajpayee (Balrampur): On a point of order.

जैसे पहले कि श्री दी० च० शर्मा बाल
न्यास, दीक्षा प्रतिबन्धक विधेयक के सम्बन्ध
में अपना भाषण दें, मैं निवेदन करता चाहता
हूँ कि प्रस्तुत विधेयक भारत के संविधान
की धाराओं २५, २६ और २८ में स्वीकृत
मूलभूत अधिकारों के विरुद्ध है.....

उदात्त महोदय : मगर मोक्ष तो
पाने दीजिये।

Shri D. C. Sharma: I beg leave to move.....

Mr. Deputy-Speaker: Leave is already granted.

Shri D. C. Sharma: I beg to move:

"That the Bill to provide for the restraint on sanyas diksha of a child be taken into consideration."

Shri Vajpayee: May I know....

Mr. Deputy-Speaker: I will give him an opportunity. Let the hon.

Member finish his speech. Then I will place the motion before the House. Then he can say why it cannot be considered.

Shri D. C. Sharma: Sir, Obviously it appears that this Bill has something to do with religion. Of course, it has everything which can be related to religion. But I look upon this Bill more as a social measure than as a religious measure. At the same time, I wish to say that religion does not only mean orthodoxy; religion does not mean only adherence to practices which have gone on for years; religion does not mean a kind of standstillism in matters which need reformation; religion is not the negation of anything. I think the conception of religion, as it is today, is that religion is something which changes in the social context of the age, something which changes in the context of other conditions. If religion were invoked I think most of our social legislation would have gone to pieces. Did not people say that there was religious sanction behind Sati? Still, we abolished it. Did not people say there was religious sanction behind keeping the age of consent very low? And yet we raised the age of consent. Did not people say that there was religious sanction for child marriage? And yet we have done something to abolish child marriage.

Therefore, the cry of religion is a cry which I think, especially in the case of this Bill, is a very obstructive cry and has absolutely nothing to do with this Bill. Now, sanyas, child and diksha—look at these words, child sanyas and diksha; can these two words co-exist—child and sanyas?

Shri Sengupta (Sambalpur): I do not want to interrupt him. But may I know whether sanyas and diksha should be the monopoly of old people only?

Shri D. C. Sharma: Well, I may say one thing. It need not be the monopoly of old persons, but I would say that it should be the monopoly

of those persons who can think for themselves. And I only want to base my argument on the fact that a child cannot think for himself or herself. A child does not know what he has to do. A child is too young to understand the intricacies of sanyas or any such thing. Therefore, I would submit very respectfully that though sanyas need not be the monopoly of old men, surely ignorance should not be exploited for the purpose of initiating young children into sanyas.

I was referring to child sanyasis. Sanyas, according to our practices is the fourth stage of our life. One enters upon this stage after one has passed through three other stages—Brahmacharya, householder, life of detachment from the world and so on. Then comes renunciation.

Shri Supakar: Not necessarily in all cases.

Shri D. C. Sharma: It is not necessary in all cases.

Mr Deputy-Speaker: The hon Member is making out his case according to his viewpoint.

Shri D. C. Sharma: I would submit very respectfully that I am not referring to exception. I am referring to the normal practice as prevails in this normal world of ours and as it is made use of by normal human beings. If there are exceptional persons, well, I have nothing to say about them and I have nothing against them. But I would have never thought that a child can take into his head to become a sanyasi. Sanyas is a very big step, a step towards renunciation of the world, and I do not think any child can think of renouncing the world before he knows the world. A child cannot do so because a child does not know what the world means, what this world stands for, whether this world is there for his benefit or for the benefit of others. If you ask a man to take to sanyas it is a different thing. But if you ask

a child to take to sanyas or if children are initiated into this sanyas, I tell you it is social coercion of the worst kind. I would say that it is abuse of religion. I would say that nothing can be a greater libel on religion as we understand it than to ask children to take to sanyas. But this is prevailing in our country.

I know that I have received so many letters and telegrams of all kinds against this Bill. But I will also submit very respectfully that I have also received letters of congratulation, letters which support this Bill. It is because this Bill seeks to put an end to a social practice which has been abused. Therefore, all persons who stand for social reform are for this Bill.

Now, what does this Bill want? I would ask my hon friends to read the Statement of Objects and Reasons. I want that no child, nobody below the age of 18, should be initiated into the order of monks and nuns.

Shri C. B. Pattabhi Raman (Kumbakonam): What about Dalai Lama?

Shri D. C. Sharma: Dalai Lama will take care of himself. And, I do not want that these boys and girls should be equated with Dalai Lama. I know that there are certain religions, Buddhism and Jainism, where this kind of thing is practised. But I am saying on the authority of Buddhists and I am saying on the authority of some enlightened Jaines that they do not approve of practices of this kind. They think that these are the relics of the times when social conscience was not so highly awakened as it is today.

An Hon Member: I support you.

Shri D. C. Sharma: Here is my hon. friend, Shri Mool Chand Jain, a very enlightened member of the Jain community, who supports my Bill and here is my hon friend, who has an academic interest about Buddhists and who has been reading about the Dalai

[Shri D C Sharma]

Lama and wants to find fault with this Bill. Anyhow, I would rather prefer a genuine Jainee supporting my Bill than a person who fakes such interest in Buddhism.

I was submitting very respectfully that I do not want young people and young women to be initiated into these kind of things. It is because some of these children are not made use of for attaining any kind of spiritual perfection or for attaining any kind of religious perfection. They are used for anti-social activities or for social activities of a very low kind. They are used for going about and begging alms. They are used for all kinds of things which are, I think, hateful in the eyes of social reformers and socially minded persons.

An Hon. Member: Can you give any example?

Shri D C Sharma: I do not want to give any examples, but I do know of them.

An Hon. Member. Therefore he is asking.

Shri D. C. Sharma. There are certain undesirable consequences which flow from this. I do not want to go into these undesirable consequences but I want that we should put an end to them. Again I would say that this kind of thing has led to exploitation and moral deterioration in some cases. As for exploitation, you will see young children, who call themselves *sanyasis* or *fakirs* or something else, going about the streets begging. Do you want our children to turn into beggars? I do not think that anybody wants that. Again, I find that some of these children are made to do things which are against themselves. If you have this kind of thing where is your scheme for free and compulsory primary education? You may have free and compulsory primary education and want every child to have it. But if you have this kind of thing, the child need not go

to a school because his *guru* will say that he should become a *sanyasi* and he would not need it. I think free and compulsory primary education, which is one of the bedrock of the Indian Constitution and for which every citizen of India is hungry, will become a dead letter if you allow young children to become *sanyasis* and things of that kind.

At the same time I would say that in our country we are doing so much for children. Somebody has suggested that the Twentieth Century is the age of children. Look at the map of the world and you will see as to how much is being done for children. We want to have pre-primary schools for them. We want to have kindergarten schools for them. We want to have montessori schools for them. In fact, the whole world is at this time planning in such a way as to make the life of a child more happy, more bright and more active than before. I think the child of today has many opportunities for self-unfoldment and self-development than his father or grandfather. It is because the Twentieth Century is pinpointing the needs of children much more than anything else. Therefore with this kind of thing, you are going not only against the spirit of Indian culture and against the spirit of Indian civilisation but you are going against the trends which are prevailing in the world today.

Moreover, we say that our country is a progressive country and we have shown that in many cases. Our Constitution, our laws, our legislation, all these show that our country is marching along the road to progress. But do you mean to say that we can be called progressive if we are turning our children into so-called mendicants, into so-called beggars of alms, into so-called *fakirs*? I think that will be something which will put our country—I was going to use a very hard word—to shame in the eyes of some persons who think that such things are not being done now.

This is a very simple Bill I want and I think that a child is a person of either sex who is under 18 years of age. I can tell you much more about this thing but I do not want to do so because it will involve certain kinds of references which I do not want to have here. But what I mean by a child is a person of either sex who is under 18 years of age. Therefore nobody under 18 years of age should be initiated into anything of that kind. Again, I want that these cases should be tried by a court. In cities like Madras, Calcutta and Greater Bombay these should be presided over by the Presidency Magistrate and elsewhere by a First Class Magistrate. I am not going to make the law as firm and as decisive as possible. These cases should be tried not by Second-Class Magistrates or by any type of magistrates but by the highest class of magistrates.

Then, what do I mean by *sanyas diksha*? It means renouncing worldly affairs and severing connections with one's natural family. Now, I tell you that the worst thing that can happen to a child is that he should sever his connections with the natural family. You must have learnt about the orphans left during the last war. Now, those orphans left during the last war are the most miserable creatures because they have lost their social mooring. And here we are, in this country, trying to sanction this severance of many moorings and family ties! We are giving it a kind of religious sanction in the eyes of some and social in the eyes of others, by initiating children into any religious order.

Now, these religious orders are very good. I do not say that they are not very good. I know, the religious order of Ramakrishna Paramhansa is one of the best of its kind. But I do not think that the religious order of Swami Ramakrishna Paramhansa will take a child and convert him into a *sanyasi*. I know that the Ramakrishna Paramhansa order is the

most progressive order that is dedicated to the service of humanity, to the service of stricken persons and to the service of persons who are under misfortune of any kind. Now, if a person, who belongs to the Ramakrishna Paramhansa order tells me, "No, no, Mr. Sharma, this is not right", I will think over it. But this is being done by those persons, whose orders have come down to us from old times and whose orders are being subjected to all kinds of scrutiny.

What will we call a *yati*? I remember that there came a man to my village when I was a student and I asked somebody, "Who is he?" He said, "He is a *Balabrahmachari*." "*Balabrahmachari*?" "Yes, he is *Balabrahmachari*". Later on, I learnt that he had four children. So, a *Balabrahmachari* is a person who has four children! A *yati* is a person who has something else of that kind. So, I say that we want to abolish these anomalies which are sanctioned by a religious order, that a *Balabrahmachari* should go about having children and that a *yati* should go about the streets.

Shri Vajpayee. How will the Bill check it?

Shri D. C. Sharma: It will be checked because it will make initiation of children or persons below 18 years of age impossible. It will be illegal. (Interruption)

Mr. Deputy-Speaker: At least, there should be a check here.

Shri D. C. Sharma: *Sanayasi, yati, muni, suri, yogi*. What are these *yogies*? I think I can tell you very delightful tales about these persons. Of course, some of them are very good. Most of them, I know are such as need not be discussed on the floor of this House.

Then, I want to say, anybody who helps in it—I think some of my friends are glad—anybody who helps in this.

[Shri D C Sharma]

kind of diksha business shall undergo simple imprisonment which may extend to three months and shall also pay a fine. I have not made the punishment very deterrent. I have made this punishment light. Of course I would like it to be harsh. But I have thought that it would be good not to make it so deterrent.

Then, I say any person who hands over a child should also be punished. I know of some persons who have handed over children to sanyas because they have found it difficult to maintain them. It is a very sorry state of affairs. If anybody does that, I would say, he would also be liable to punishment. No parents will be permitted to be a party to this kind of initiation. Nobody will be a party to this kind of initiation. Again, I would say that if a Magistrate comes to know that a child is getting this diksha somewhere, he will have the right to prevent that child from getting that diksha. This is an ordinary principle of law, and I think it should apply in this case also as it applies to other cases.

I would say that every diksha whether performed before the commencement of this Act or afterwards, shall be null and void. I say this because some persons have come to me and said that they were given away to some of these persons who call themselves sanyas and other names. They cannot get out of that. It is very difficult for them to get out of it. They have become, so to say, social hostages in the hands of these persons. So, I would say that this Bill should have retrospective effect, so that these persons who are initiated into it at a time when they did not know what initiation meant should have the power to get out of this kind of work.

I was saying that this is a very simple Bill. It is a wholesome measure. I know, the Education Minister will get up and say, nobody supports it;

Some Hon. Members: Everybody supports it.

Shri D. C. Sharma: No State Government supports it. What are the State Governments? The State Governments will support anything which they are asked to support by the Central Ministry. Since some deputations have been coming to the Education Minister, he may not have as good an opinion of this Bill as possible. I would say that barring the followers of a few sects in India, barring the followers of a few persons of religious persuasion whose names I do not want to mention, every one is in favour of this Bill. The mothers of children will bless me.

Mr. Deputy-Speaker: Why should the hon. Minister say that no Member has supported it?

Shri D. C. Sharma: Parents of children will bless me. Social reformers will bless me.

Shri Supakar: Also the Minister.

Shri D. C. Sharma: He will bless me if you also bless me. I would say that this Bill should be passed and it should be passed in the way in which the Sarda Bill was passed, in the way in which some other social measures were passed. If this is done, we are trying to rid children of a religious tyranny which has persisted in our country for a very long time. If nothing else, I want to be a pioneer in the field of releasing children from all kinds of shackles that bind them, that hamper their full mental growth, that do not enable them to exercise their free judgment. In this country, we have freedom of expression, freedom of speech, freedom of association. We have all kinds of freedom. Here, in this Bill, I also want that the child should have the freedom to decide for himself whether he wants to go to a school, whether he wants to become a Member of Parliament, a clerk, a soldier or a professor or he wants to become

a sanyas, I want that freedom to be given to the child which is enjoyed by all hon. Members of this House. This Bill takes us further along the road to those freedoms which have been guaranteed by our Constitution and about which we are so eloquent

Shri Prabhat Kar: Let him not withdraw it in the end.

Mr. Deputy-Speaker: Motion moved.

"That the Bill to provide for the restraint on sanyas diksha of a child be taken into consideration."

श्री बाजपेयी : उपाध्यक्ष महोदय, मेरा निवेदन है कि यह विधेयक सविधान की २५वीं और २८वीं धारा के प्रतिकूल है। २५वीं धारा के अनुसार सब व्यक्तियों को अन्तःकरण की स्वतन्त्रता का तथा धर्म के प्रबोध रूप से मानने, आचरण करने और प्रचार करने का समान अधिकार होगा। इस विधेयक के द्वारा बालक बालिकाओं को मन्यास आश्रम में दीक्षित करने से रोकने का विधान प्रस्तुत किया गया है।

अभी प्रस्तावक महोदय ने स्वीकार किया कि जैन और बौद्ध मतों में यह पद्धति चल रही है। मेरा निवेदन है कि बालक बालिकाओं को मन्यास की दीक्षा देने की पद्धति जैन और बौद्ध धर्मों की अतिप्रधान धर्म बन गई है। वह अच्छा हो या बुरा, वह रहनी चाहिये या नहीं रहनी चाहिये, यह प्रश्न चलन है, और इस सम्बन्ध में मतभिन्नता हो सकती है। लेकिन मेरा निवेदन यह है कि बौद्ध और जैन मत जो हिन्दू धर्म के विशाल परिवार के अंग हैं, उन के अन्तर्गत शताब्दियों से बालक बालिकाओं को मन्यास की दीक्षा देने की पद्धति है, और वह शासन जो असांख्यदायिक होने का दावा करता है और वह सदन जो संविधान द्वारा स्वीकृत मूलभूत अधिकारों के उपबन्धों से बंधा हुआ है, ऐसा कोई कानून बनाने का दावा नहीं कर सकते जिस से बौद्ध

और जैन मतों की इन अतिप्रधान पद्धतियों पर कोई कुठाराघात होता हो।

उपाध्यक्ष महोदय, इस विधेयक का क्षेत्र बड़ा व्यापक है। अभी प्रस्तावक महोदय ने मन्यास दीक्षा की व्याख्या करते हुए, जो कि विधेयक में दी गई है, यह बताया कि कोई भी मन्यासी यति, मुनि, सूरी, योगी, वैरागी, महन्त, बेला और ब्रह्मचारी, सब इसके अन्तर्गत आते हैं। ब्रह्मचारी को भी इस विधेयक के अन्तर्गत लाया गया है। मेरा निवेदन है, जैसा कि प्रस्तावक महोदय ने स्वीकार किया, कि ब्रह्मचर्य हमारी आश्रम व्यवस्था का पहला आश्रम है। और स्पष्ट है कि अगर किसी को ब्रह्मचारी बनाया जायगा तो वह अविवाहित अवस्था में बनाया जायगा। ब्रह्मचारी बालक ही हो सकता है, बूढ़ा नहीं हो सकता। ब्रह्मचारी अविवाहित हो सकता है, विवाहित अवस्था बिधुर नहीं हो सकता। अब यदि १८ वर्ष से पूर्व के बालक को ब्रह्मचर्य का व्रत लेने से रोका जायगा तो हिन्दू धर्म के अन्तर्गत जो आश्रम व्यवस्था की विधि रक्खी गई है, यह उस के प्रतिकूल होगा। कोई भी व्यक्ति यदि १८ वर्ष की अवस्था से पूर्व ब्रह्मचर्य व्रत लेना चाहेगा, अपनी शारीरिक वृत्तियों को केन्द्रित करेगा, और प्राचीन काल के अनुसार घर बाहर छोड़ कर शिक्षा के अध्ययन में लगेगा तो इस विधेयक के अन्तर्गत वह एक अपराध होगा। मेरा निवेदन है कि इस तरह की व्यवस्था करना इस सदन के अधिकार में नहीं है।

दूसरी बात यह कि हिन्दू धर्म कर्म में विश्वास करता है, कर्म के फल में विश्वास करता है, पुनर्जन्म में विश्वास करता है, पूर्व जन्म के पुण्यों के कारण वात्स्यायनता में किसी की वृत्ति भीतिकता की ओर से मुक्त कर अत्यात्मिकता की ओर मुक्त जाय यह कर्म से कम हमारे देश में अत्यात्मिकता बात नहीं है। ऐसे अनेक महापुरुषों के उदाहरण हैं जिन्होंने वात्स्यायनता में संसार,

[श्री बाजपेयी]

का त्याग कर दिया और अध्यात्मिक बन्धन में अपने को लीन कर दिया। उन को यह अधिकार है, यह स्वतंत्रता है कि वे बाल्यावस्था से ही ससार के मोह से नाता तोड़ कर ईश्वर से नाता जोड़ें। यह विधेयक इस प्रकार की जन्मजात आध्यात्मिकता की और भुके हुये व्यक्तियों के व्यक्तिस्वातन्त्र्य पर कुठाराघात करता है, जिस का सदन को अधिकार नहीं है।

एक और बात तथा अन्तिम बात। प्रश्न यह है कि जो नाबालिग है, क्या उनके सम्बन्ध में कोई निर्णय न करे? मेरा निवेदन है कि संविधान के निर्माताओं ने इस बात का भी पूरा विचार किया था। संविधान क. २८वीं धारा के अनुसार यह व्यवस्था की गई है कि अगर कोई विद्यार्थी ऐसे विद्यालय में पढ़ता हो जो कि सरकार के धन से चलता हो और उस विद्यालय में धार्मिक शिक्षा की व्यवस्था की जाय तो वह नाबालिग लड़का उस धार्मिक शिक्षा में उपस्थित हो या न उपस्थित हो, भाग ले या नहीं, इसका निर्णय कौन करे। हमारे संविधान के निर्माताओं ने इस का निर्णय उस नाबालिग विद्यार्थी के अभिभावकों पर, गार्जियन्स पर, छोड़ा है। मैं इसके बारे में उस धारा को पढ़ कर सुनाना चाहता हूँ। आर्टिकल २८(३):

“राज्य से अभिजात अथवा राज्य निधि से सहायता पाने वाली, शिक्षा संस्था में उपस्थित होने वाले किसी व्यक्ति को ऐसी संस्था में दी जाने वाली धार्मिक शिक्षा में भाग लेने के लिये अथवा ऐसी संस्था में या उस से संलग्न स्थान में की जाने वाली धार्मिक उपासना में उपस्थित होने के लिये बाध्य न किया जायेगा जब तक कि उस व्यक्ति ने, या

यदि वह आवश्यक हो तो उस के संरक्षक ने, इस के लिये अपनी सम्मति न दे दी हो।”

इस धारा में जो भावना निहित है उस की ओर मैं आप का ध्यान आकर्षित करना चाहता हूँ कि कोई नाबालिग लड़का धार्मिक शिक्षा में उपस्थित हो या न हो अगर इस का अन्तिम निर्णय अभिभावकों पर छोड़ा गया है तो यह विधेयक इस संविधान की धारा में अन्तर्निहित भावना के प्रतिकूल जाता है। यह विधेयक व्यक्ति की स्वतन्त्रता के ऊपर कुठाराघात है और नाबालिग के सम्बन्ध में उन के अभिभावकों द्वारा निर्णय करने की जो धारा संविधान में निहित है, उसके विपरीत है।

उपाध्यक्ष महोदय, मेरा निवेदन है कि आप इन बातों के सम्बन्ध में स्वयं निर्णय दें।

उपाध्यक्ष महोदय : हम सदन में हमेशा से यह चला आया है कि जब कभी यह मवाल उठता है कि कोई बिन या दूमरी चीज हमारे संविधान के अनुकूल है या उसमें उल्टी है या नहीं, अल्ट्रा वायम है या नहीं, तो चेयर ने कभी इस की जिम्मेदारी नहीं ली। बल्कि यह हाउस पर ही छोड़ा जाता है कि जब वह अपना निर्णय करने लगे या राय देने लगे तो उस समय यह मोच विचार कर ले कि उस को कबूल करना है या फेंक देना है। इस लिये हम प्रथा के अनुसार आज भी मैं यह जिम्मेदारी अपने ऊपर नहीं लेता, बल्कि सदस्यों पर ही छोड़ देता हूँ कि वे जिस तरह चाहें वैसे करे।

श्री बाजपेयी : उपाध्यक्ष महोदय, तब फिर मैं इस पर बोलना चाहूंगा।

उपाध्यक्ष महोदय : मैं तो खुद ही चाहता था कि आप इस पर बोलें और इस लिये आपको पहले समय दिया। और अब आप इस पर बोल सकते हैं। क्या मैं जान सकता हूँ कि इस पर कितने सदस्य बोलना चाहेंगे ?

कई बालनीय सवस्व लड़े हुये ।

उपाध्यक्ष महोदय : शूक बहुत से लोग बोलना चाहते हैं इस लिये मैं समझता हूँ कि पाँच-पाच मिनट में सब को स्वतन्त्र करना चाहिये ।

श्री बाळपेयी : जो गोग विरोध कर रहे हैं, उन को अधिक समय दिया जाय ।

उपाध्यक्ष महोदय : अच्छा जी ।

श्री बाळपेयी : मेरा निवेदन है कि यदि इस विधेयक की धर्माधिकारिता के पहल को छोड़ भी दिया जाय और न्यायव्यवहारिक दृष्टि से ही विचार किया जाय तो पहली बात जो हमारे ध्यान में आनी है यह है कि क्या कानूनों में सामाजिक सुधार करने की पद्धति ठीक है, क्या यह न्यायव्यवहारिक है, क्या वह वाछनीय है ? और क्या उस का जो परिणाम हम चाहते हैं वह निकलना है ? जब तक जनमत जागत नहीं किया जाता और इस विधेयक का जिन लोगों पर प्रभाव पड़ने वाला है उन को इस बात के लिये प्रेरित नहीं किया जाय कि वह बालकों को सन्यास आश्रम में दीक्षित होने की धर्माच्छनीयता में परिचित हो तब तक मेरा निवेदन है कि केवल कानून बनाने से, यद्यपि इस पद्धति को बुराई समझा जाता है, उसका निराकरण नहीं हो सकता । आप कानून बना सकते हैं किन्तु उसका परिपालन नहीं कर सकते । दंड की व्यवस्था कर सकते हैं मगर समाज के सुधार की प्रवृत्ति समाज के अन्तःकरण में से प्रकट होनी चाहिये । उसको इस बात के लिये धीरे-धीरे प्रचार के द्वारा तैयार किया जाना चाहिये कि वह उस पद्धति का परित्याग कर दे । मुझे दुःख है कि इस विधेयक को लाने से पहले जनमत को जागृत करने की कोई व्यवस्था नहीं की गई । पहली बार इस सदन में इस चीज को उठाया जा रहा है कि बालक और बालिकाओं के सन्यास, धर्म में दीक्षित किये जाने का एक अपराध बनाया जाय और

उसके लिये दंड की व्यवस्था की गई है । इतना ही नहीं बल्कि इस विधेयक के कानून बनने में पहले जो बालक और बालिकाएँ सन्यास धर्म में दीक्षित हो चुकी हैं उनको भी इसकी पकड़ में लाया जा रहा है । उनको भी कठघरे में खड़ा किया जायगा और उनको भी दंड का भागी बनाया जायगा । मैं समझता हूँ कि अगर वस्तुतः यह विधेयक समाज सुधार की भावना में प्रेरित हो कर रक्खा गया है तो हमें इस प्रकार की कोई व्यवस्था नहीं की जानी चाहिये कि जो पहले सन्यासी बन गये हैं उनको भी दंडित किया जायगा ।

उपाध्यक्ष महोदय, सामाजिक समस्याएँ जिनका कि धर्म के साथ शताब्दियों से सम्बन्ध जुड़ा हुआ है, उनमें हस्तक्षेप करते समय उन पर आघात करते समय हमें बहुत सावधानी में काम लेना चाहिये । भारत एक धर्म प्रधान देश है काल के परिवर्तन के कारण उस धर्म में और उन परम्पराओं में थोड़ी सी विकृतियाँ आ गई हैं । मैं उन विकृतियों को बनाये रखने का हामी नहीं । आधुनिक युग को मार्ग के अनुकूल हमें अपनी धार्मिक पद्धतियों में संशोधन करना चाहिये और परिवर्तन करना चाहिये लेकिन उस परिवर्तन का श्रीगणेश मसद् से नहीं होना चाहिये, कानून, पुलिस न्यायालय और दंड से नहीं होना चाहिये । धर्म का जो परिवर्तन कर सकती है वे धार्मिक संस्थाएँ, वे ऋषि और मुनि जो कि वस्तुतः प्रभाव डाल सकते हैं जो जनमत को बदल सकते हैं उन्हें हम प्रेरित करें, उन्हें इस बात के लिये तैयार करें और धीरे-धीरे इस चीज को करें । जैसा कि प्रस्तावक महोदय ने कहा है ऐसी कोई बात नहीं है कि किसी को जबरदस्ती बनाया जाता है । उन्होंने कहा कि कोई एक बह्व्यवस्था या धीरे-धीरे पता लगा कि उसके तो चार लड़के थे तो मैं पूछ सकता हूँ कि उनका यह विधेयक इस को कैसे रोक सकता है ?

[श्री बाजपेयी]

आज सफेद कपड़े पहन कर काले काम करने वाले बहुत लोग घमते हैं लेकिन कोई कानून इसको रोक नहीं सकता। अब अगर हम इसको रोकना चाहते हैं तो उसका तरीका कानून का हथियार नहीं बल्कि उसका तरीका समाज की धारणा में परिवर्तन करने का है। समाज के जन मानस को बदलने का है और जन मानस को बदलने का कार्य यहाँ से शुरू नहीं होना चाहिये। वस्तुतः जन्मत बाहर बदला जाय और उसकी परिणति यहाँ पर होनी चाहिये। सुधार मसद् से शुरू न हो, कानून में शुरू न हो बल्कि सुधार बाहर में शुरू हो और सुधार के लिये जब जमीन तैयार हो जाय तब तसद् कानून के रूप में उस पर अपनी मुहर लगा दे। कानून से पहले जनमत का आग्रह करना आना चाहिये। लेकिन यह विधेयक घोड़े के आगे गाड़ी जोतना चाहता है। यह समाज की मान्यताओं के विरुद्ध जाता है। यह अव्यवहारिक है, अवांछनीय है और अवैधानिक है और मैं प्रस्तावक महोदय से निवेदन करूँगा कि वे इसको वापिस ले लें।

17 hrs.

श्री पद्म देव (चम्बा) उपाध्यक्ष महोदय, अभी मुझे से पूर्व वक्ता ने यह कहा कि भारतवर्ष देश एक धर्म प्रधान देश है और मैं भी इसे स्वीकार करता हूँ। हिन्दू धर्म के दो मूल आधार सिद्धान्त हैं जिनके ऊपर हमारा धर्म आधारित है। वर्ण में हमारे समाज की व्यवस्था होती है। ज्ञान का दाता ब्राह्मण, देश का रक्षक क्षत्र, व्यापार व्यवसाय का वैश्य और जिसमें इन तीनों में से किसी की योग्यता न हो वह सेवा करे और वर शब्द कहलाता है। यह वर्ण विभाग, कोई जन्म से नहीं बल्कि योग्यता और कार्यक्षमता के कारण यह चार विभाग है। दूसरे चार विभाग व्यक्ति के जन्म से उसकी वस्तु होने तक किये गये हैं और वे चार

आश्रम—ब्रह्मचर्य, गृहस्थ, वानप्रस्थ और सन्यास हैं। एक व्यक्ति के जन्म से लेकर २५ साल तक का काल ब्रह्मचर्य का है जिसमें कि उसको विद्याध्ययन करना होता है। उसके पश्चात् २५ साल से ५० साल तक का गृहस्थ काल होता है और ५० से लेकर ७५ वर्ष तक का वानप्रस्थ का समय होता है और अन्त में ७५ वर्ष के बाद काल मन्यास काल कहलाता है।

मेरे मित्र ने यहाँ संविधान की २५ (१) धारा का वर्णन किया है जो कि इस प्रकार है

Subject to public order, morality and health and to the other provisions of this Part, all persons are equally entitled to freedom of conscience and the right freely to profess practise and propagate religion.

उमके आधार पर उन्होंने यह कहा है कि इस तरह की व्यवस्था करके लोगों को काशमनैम को क्लिप्त किया जा रहा है। लेकिन मैं कहूँगा कि विधेयक में तो जो भावना है वह यह है कि जिन लोगों को अभी धर्म का कोई पता नहीं है जिनकी कि अभी काशमनेम जागृत नहीं है उनका इस तरह में मंडन मस्कार करना कि तुम सन्यासी हो जाओ और इस तरह में अपने उस धर्म का जो कि २५ साल तक ब्रह्मचर्य पालन का धर्म है, २५ साल तक विद्या और शक्ति संचय का जो काल है, उससे और उन सारे अधिकारों में वंचित करके जो हम उनको सन्यासी बना देते हैं, वह कहा तक उचित है? जैसा कि उन्होंने कहा मैं इसको स्वीकार करता हूँ कि संसार में बिना शक ऐसे व्यक्ति हुये हैं और उनमें ईसा का नाम लिया जा सकता है, स्वामी शंकराचार्य का नाम लिया जा सकता है और स्वामी दयानन्द का नाम लिया जा सकता है जिनमें कि सन्यास की आरम्भ से ही प्रवृत्ति थी और जिन्होंने

नव प्रकार की बाधाओं के धारों पर भी अपने कदम धागे रखते । लेकिन यहाँ पर प्रश्न ऐसे व्यक्तियों के बारे में नहीं है । वहाँ तो प्रश्न उन व्यक्तियों के सम्बन्ध में है जिनको कि किसी न किसी हरे फेरे से सन्यासी बनाने का प्रयत्न किया जाता है ।

धक्षा की बात धर्मी की गई । २५ साल तक एक ब्रह्मचारी के लिये विद्या अध्ययन करना और शिक्षा ग्रहण करना लाजिमी है अब उसके पश्चात् एक ब्रह्मचारी गृहस्थ न बनाना चाहे और बान-प्रस्थी बनना चाहता है तो उसको बनने का अधिकार है । लेकिन एक धनपट को जिसके पास कोई शिक्षा नहीं और जिसका धर्मो कोई सन्यास लेने का ख्याल तक नहीं उसको सन्यासी बनाना, और मैं समझता हूँ कि सदन के माननीय सदस्य आज हमारे देश में जो इधर-उधर ऐसे सन्यासी बने फिरते हैं उनसे भली प्रकार परिचित होंगे कि वे कैसे लोग हैं और मैं समझता हूँ कि इस बान को हिन्दु-स्तान के धर्म प्रचारक और सम्स्थापक आदि ज्यादा अच्छी तरह जानते होंगे कि आज हमारे देश में कैसे कैसे सन्यासी बने घमते हैं । इस अवसर पर मैं स्वयं उनके बारे में नहीं कहना चाहता क्योंकि शायद उनका दुःख होगा ।

उपाध्यक्ष महोदय, जैसे कि मैं माननीय मित्र ने अभी कहा है कि यह तो बीजे प्रचार की है मैं समझता हूँ कि यदि उनकी बात मान ली जाती है तो यह हमारे देश के लिये एक बड़े दुर्भाग्य की बात होगी । मैं अपने उही माननीय सदस्य के पूछना चाहता हूँ कि वे इस मसद् में धाये हुये हैं और हर साल १००, ५० कानून बनते हैं और वे उनका विरोध करते हैं और अपने संशोधन पेश करते हैं और अगर जैसा कि उनका विचार है कि कानून बनाने की आवश्यकता नहीं है तो फिर वे इस मसद् में क्यों बैठे हैं । उनका मत है कि बहु सारी

बीजें लैकचरो से हो ज नी चाहिये, इसके लिये देश भर में प्रचार किया जाना चाहिये और इस तरह सब ठीक हो जायेगा लेकिन जिस संस्कृति के वे उपासक हैं उसमें तो नाम लिखा हुआ है :

“दद शास्ति प्रजा सर्वा दद स्वाभि रक्षति ।
ददो सुप्तोषु जागति ददम् धर्मम् विदु ब्रह्मा ॥

मसार के अन्दर दंड विधि काम करती है । दंड विधि लोगों को रास्ते पर लाती है और दंड विधि लोगों की उन्नति करती है और इसलिये यह कहना कि इस तरह का कानून बना कर लोगों को मजबूर किया जायगा कि वे सन्यासी न बने, ठीक नहीं है । अब सन्यासी बनना या न बनना तो उस आदमी की प्रवृत्ति पर निर्भर करेगा । लेकिन जैसा कि विधेयक के प्रस्तावक ने कहा कि बच्चों को अर्थात् एक आदमी को जब तक कि उसको पूरी समझ न हो, तब तक उसके लिये सन्यास दीक्षा लेने पर एक रैस्ट्रेंट हो । अब मैं उन बातों का जिक्र नहीं करना चाहता जिनके कि द्वारा उन लोगों को सन्यास दीक्षा लेने पर मजबूर किया जाता है और जिनको कि एक धार्मिक परम्परा के आधार पर मजबूर किया जाता है कि वे ब्रह्मचारी बने रहें और यह कि उनका शादी करने का कोई अधिकार नहीं है । मैं समझता हूँ कि यह देश और समाज के लिये हितकर नहीं है और इसी कारण श्री डी० सी० शर्मा यह विधेयक लाये हैं ।

भारतीय मविधान की २८वीं धारा
इस प्रकार है :

“No person attending any educational institution recognised by the State or receiving aid of State funds shall be required to take part in any religious worship that may be conducted in such institution or in any premises attached thereto.”

[श्री पद्म देव]

इसमें कहा पड़ती है बाबा। इसका बालको को साधु बनाने से क्या सम्बन्ध है। इसमें तो यह है कि किसी को अपने धर्म से अन्य धर्म को पढ़ने के लिये मजबूर नहीं किया जा सकता। जैसा हमारे पूर्व बक्ता ने कहा, हमारा देश धर्म प्रधान देश है और इसमें सारी बातें धर्म के अनुसार होनी चाहिये। और हम वजह से कुछ खराबी आ गयी है। मैं भी अपने पूर्व बक्ता से सहमत हूँ। यहाँ पर यह नियम था कि २५ साल तक ब्रह्मचर्य से आरम्भ रहता था, २५ से ५० तक वह गृहस्थ होता था और ५० से ७५ तक वानप्रस्थी रहता था और उसके बाद संन्यासी हो जाता था। अब चकि यह व्यवस्था बिगड़ गयी है इसलिए हमें सुधारने की आवश्यकता है और हम काम के लिये जो यह बिल लाया गया है मैं उसका स्वागत करता हूँ।

मैं निवेदन करता हूँ कि हमारे समाज ने पुरानी परम्परा के विरुद्ध कई चीजें स्वीकार की हैं। पराशरस्मृति में कहा गया है

अष्ट वर्षात् भवेत् गौरी नव वर्षा च रोहिणी,
दश वर्षा भवेत् कन्या, अत ऊर्ध्वम् तु
रजस्वला ॥

अर्थात् आठ साल की लड़की गौरी होती है, नौ साल की रोहिणी होती है, दश वर्ष की कन्या होती है। उसके बाद यदि लड़की अपने मा बाप के घर पर रजस्वला हो जाये तो मा बाप को नकं जाना पड़ता है। लेकिन आप देखें कि मार्गदा ऐक्ट ने इस बात को काट दिया

आगे मनु ने यह भी कहा है

नीचि वर्णिनि उदीसेत् कुमार्या ऋतुसती सती,
ऊर्ध्वम् तु कामादेतस्मात् विन्देत् सवसम्
पतिम् ॥

अर्थात् तीन साल तक रजस्वला होने के बाद जो बाँध लड़की का पिता के घर पर ही

रहे, तो उसके बाद वह अपनी मरजी से विवाह कर सकती है।

अब जो पहली बात थी उसको सारदा ऐक्ट के द्वारा ठीक कर दिया गया। ऐसी अवस्था में मैं आपसे यह निवेदन करना चाहता हूँ कि यह जो बिल लाया गया है उसका उद्देश्य यह है कि देश में बच्चों को संन्यासी बना कर भिलारी न बनाया जा सके। देश के अन्दर अनपढ़ता को रोका जाये। इसका उद्देश्य यह है कि देश के अन्दर जो गलत धार्मिक भावनाएँ पैदा हो गयी हैं उनको खत्म किया जाये। आप जानते हैं कि संन्यासी लोगों को गुरु समझा जाता है। अगर वह शुरू में पढ़ाई लिखाई न करें और गुरु उनके कान में मंत्र फूँक दे और संन्यासी बन जायें तो उनको जान तो कुछ नहीं होगा पर समाज उनको गुरु मानने लगेगा और उनको बड़ा आदमी समझने लगेगा और इस धर्म प्रधान देश में लोग ऐसे संन्यासियों से जा कर अपनी शकाओं का समाधान कराना चाहेंगे। पर जो संन्यासी पढ़ा नहीं है वह जनता के ज्ञान में क्या बृद्धि कर सकता है। हा वह भग का या अन्य ऐसी ही चीजों का प्रचार अवश्य करता है। उसके मामले शिक्षा दीक्षा का तो कोई सवाल ही नहीं रहता। इसलिये मैं अपने माननीय साथी से यह निवेदन करूँगा कि समाज में जो यह गलत प्रचार हो रहा है उसको रोकने के लिये यदि वह स्वयं कोई कदम नहीं उठाते तो उस काम को इस बिल द्वारा होने दें। मैं शर्मा जी को बधाई देता हूँ कि वह यह बिल लाये।

Shri Prabhat Kar (Hooghly): I welcome this Bill, but my apprehension is that after so many speakers have spoken and supported this Bill and after the Minister's reply, the hon. Mover will withdraw the Bill from this House.

Fauzti K. C. Sharma (Hapur): He is wise enough.

Shri Prabhat Kar: So far as the Bill is concerned, I would request the House to consider the main point. Child Sanyas Diksha has now become a social evil. If so, there must be some restraint

Shri Vajpayee has said that in order to stop this evil, it is necessary to educate and mobilise public opinion against it, and that simply by passing a law, we cannot restrain all these social evils. Now the latter part of it is quite all right, but in order to bring public opinion to a particular point, it is necessary that there should be some legislation. That is why Parliament should consider whether such a Bill should not be passed. It is true that in spite of passing Bills, in spite of having so many enactments, all the evils cannot be checked, but because they cannot be checked, that is no reason why we should not have laws passed, because there are so many persons who will break the law, we cannot cease to have legislation against these evils. That is why it is necessary that this Bill should be taken into consideration.

So far as the provisions of the Bill are concerned, whether certain provisions are required, whether some require change or some new provisions have to be put in, all these can be considered at the detailed consideration stage, but at this stage I think it is necessary to say that there is need for such a legislation at this particular moment.

It has been stated in the Statement of Objects and Reasons. 'In order to secure that tender age of children is not abused.' and so on. Here in this country in the middle of the 20th century, it is necessary that the country's young folk should be utilised for the improvement of our economic and social status. The old outlook must undergo a change. For that it is necessary to see that our young folk are not wrongly utilised. So certain restraints are necessary so that they may not fall a prey to this type of persons who want to utilise the tender

age for their own benefit. That is why I support this Bill. It may be that certain clauses require amendments. But so far as the main purpose of the Bill is concerned, it is in the interest of society and therefore, I support it.

Shri Achar (Mangalore): Before I enter into arguments, I would just like to say how exactly this Bill will affect some of the very important institutions in the South.

Mr. Deputy-Speaker: But all that has to be done in five minutes.

Shri Achar: Yes.

I am sure everyone has heard of the great name of Shankaracharya. He is one of our greatest men. Another great Acharya who comes from the South is Madhvacharya. Apart from the question how far this reform could be carried out, we have to consider how exactly the institutions established by these great Acharyas are working. It may be that conditions have changed. It may be that this great institution of Sanyas is abused. I am not against social reform. I do not know whether the Professor is very serious about this. He is not here.

An Hon. Member: He is here.

Shri Achar: I am sorry I was only pointing out the effect on these great institutions. Shankaracharya had established a great mutt at Shringeri. Not only that, he established mutts at several other places. He had gone even as far as Badri Nath and established the Joshi Mutt. He established mutts all over India. The smartha community—I would say the whole of India—have a great regard for these institutions; and, in all these institutions, the system of Bal Sanyas now exists. Is it the object of the Mover to have these removed?

Then, take another instance, the great Madhvacharya. I come from the district where this great Acharya was born. At Udupi, there are these great

[Shri Achar]

vaishnava mutts, which carry on the worship of Shri Krishna. There are 8 mutts; not only 8 mutts, but there are several mutts. In all these institutions, we have got this system of Bal Sanyas.

Whether we agree with them or not, the foundations and the basis of this system is that a boy must be taken in his early age, before 7 or 8 years, and must be trained. Probably, that was the idea of the great Shankaracharya and that was the idea of the great Madhvacharya. It may be our Professor is wiser than they. I do not object. Or, it may be that the present conditions have changed. But, all the same, what will be the effect of this legislation on these mutts? It is not only for future I think the Mover wants to have a provision by which he says that all these sanyasa dikshas should be null and void. What will be the position of these great institutions—several mutts, not one? I have given only a few instances

Then the argument put forward is that the child does not know what sanyasa is and does not know what the world is. It is asked why should diksha be given to a child at such an early age. The simple answer is this. So far as our common law goes, it is the parents that have the right to decide what education the child should get and how he should be trained. It is the right which every father and mother in our country has. Are we not marrying girls before the age of 18? I would ask Prof. Sharma that because a girl is not 18, can she repudiate a marriage? I do not think our Professor wants that. Not only that; so far as sanyasa is concerned, I may also say that afterwards if he does not want to continue as a sanyasi he can come back to normal life.

An Hon. Member: He cannot do that.

Shri Achar: He can. I can give a latest example. In my own district

in one of the 8 mutts, the Swamiji of Pejavar Mutt renounced sanyasa and took back to worldly life. (Interruption).

In view of all these facts, I feel that the Mover has not considered all aspects of the question. It is not that I am against social reform. I oppose this Bill because the conditions are not fully ripe for this Bill.

श्री रामेश्वर सिंह (खपरा) : उपाध्यक्ष महोदय, मेरे मित्र मित्र बाजपेयी जी और माननीय सदस्य, पूर्ववक्ता ने जिस तरह से इस विधेयक का विरोध किया है, उससे मुझे वेदना भी हुई है और आश्चर्य भी हुआ है। मेरे मित्र श्री बाजपेयी ने कहा—स्वीकार किया कि इस लम्बे धर्म में हमारे धर्म में बहुत सी विकृतियाँ आ गई हैं और इनका विरोध करना चाहिये। उन विकृतियों को समूल नष्ट करने के लिये हमको प्रयत्न होना चाहिये। सन्यास कोई ग्रहण करने, उससे भेग कोई विरोध नहीं है, लेकिन अगर उसको पेशे का साधन बना लिया जाय, तो निश्चित रूप से हमें उसका विरोध करना चाहिये। जहाँ तक हमारा अनुभव है, इस मुल्क में सन्यास-दीक्षा की जो प्रणाली है, वह हमारी परम्पराओं और धार्मिक प्रवृत्तियों का एक विकृत रूप है और उसका विरोध होना चाहिये। संविधान का हवाला देते हुये मेरे मित्र ने कहा कि यह विधेयक संविधान के विरुद्ध है। मैं समझ नहीं पाता हूँ कि बाजपेयी जी जैसा मित्र इस सभाल पर कैसे पहुँचा कि यह विधेयक संविधान का विरोध करता है। उपाध्यक्ष महोदय, संविधान में सबको शिक्षा प्राप्त करने का सभाल रूप से अधिकार है। जब तक मनुष्य अल्पवयस्क है, तब तक उसे अपने अभिभावक के अधिकार में रहना पड़ेगा, अभिभावक की स्वीकृति से काम करना पड़ेगा। अगर सन्यास-दीक्षा और सन्यास-शिक्षा, न दोनों

में बड़ा भयंकर होता है। दीक्षा तो एक परम्परा है और शिक्षा ज्ञान के लिये होती है। दीक्षा दे करे भ्रमर शिक्षा उपलब्ध हो जाती, तो मैं शायद उसका विरोध नहीं करता, लेकिन दीक्षा के द्वारा एक स्वरूप दे दिया जाता है, एक परम्परा तैयार कर दी जाती है और आदमी को मकीर का फकीर बना दिया जाता है। इस सदन के सभी माननीय सदस्य जानते होंगे कि दीक्षा किम तरह से दी जाती है। आदमी को कोई तालीम है या नहीं, उसको कोई ज्ञान प्राप्त है या नहीं, मन्यास के प्रति उसका झुकाव—कबि—है या नहीं, इसका विचार किये बिना एक व्यक्ति गुरु बन जाता है और एक शिष्य बन जाता है—कान में क्या कहा जाता है, यह भी शिक्षार्थी नहीं समझता है और वह सन्यासी हो जाता है। यह हमारे देश के और समाज के लिये एक निहायत बुरा की बात है और जितना जल्द हो सके, हमें इन सब परम्पराओं को नष्ट करना चाहिये।

उन्होंने यह भी कहा कि विधेयक बनाने से पहले हमें एक जन-मानस की पृष्ठभूमि तैयार करनी चाहिये। जहां तक यह आग्रह है, मैं बिल्कुल इसके साथ हूँ—लेकिन इसी विधेयक के साथ नहीं, सभी विधेयकों के साथ। यह ठीक बात है और यह बहुत आवश्यक है कि कानून से समाज-परिवर्तन की चेष्टा छोड़नी चाहिये, यदि यह सम्भव हो सके और जो समाज के नेता हैं, जो समाज को राह देने वाले लोग हैं, उनको शिक्षा के माध्यम से, प्रचार के माध्यम से, अपने आचार के माध्यम से और अपने चरित्र के आग्रह से परिवर्तन के लिये पृष्ठभूमि तैयार करनी चाहिये। जहां तक इस विधेयक का झुकाव है, मैं नहीं जानता कि सरकार इसको मंजूर कर रही है या नहीं।

एक माननीय सदस्य : नहीं कर रही है।

श्री राधेन्द्र सिंह : प्रश्न होता कि सरकार इसको मंजूर कर लेती या यह आश्वासन देती कि इस आधार पर वह स्वयं विधेयक लायेगी।

इन शब्दों के साथ मैं सदन से आग्रह करता कि सदन इस विधेयक को स्वीकार कर ले।

Shri Ansar Harvani (Fatehpur): Mr. Deputy-Speaker, I take this opportunity to congratulate my friend, Prof. D. C. Sharma, because he has high-lighted a great evil that has been prevailing in this country.

Mr. Deputy-Speaker: That he can do very silently by passing on to his neighbour.

Shri Ansar Harvani: Here also, Sir. The child from the ages has been a very neglected thing in this country and all glory goes to our Prime Minister who has initiated a great gigantic programme for the welfare of the child. In fact he has decided even to celebrate his birthday, November the 14th. as children's day and therefore the acceptance of this measure realises the dream of our Prime Minister. A friend of mine on this side of the House pointed out that this negatives the provision in the Constitution.

I have been a student of comparative religions. I cannot say with authority, but as a layman, as a minor student of various great religions that prevail in this country I can say that this measure has no religious sanction. It goes only due to the customs, and it does not violate any religious instructions either of Islam, or Hinduism, or Christianity or Buddhism or Jainism, though there have been customs in various religions by which children are given away for sanyas.

Then again, we in this country are on the threshold of a gigantic socio-economic reform. Every ounce of our

[Shri Ansar Harvani]

energy has got to be utilised for the industrial progress of this country. We want every child in this country to be bred up into an engineer, a doctor, a professor and a thinker. We do not want our children to be developed into drones and parasites. Therefore, it will be the duty of this country, it will be the duty of this Parliament to stop our children from developing into drones and parasites.

I do not want them to take up sanyas. There may be very good sanyasis even today. There might have been great sanyasis in the past, but at large number of people who go about in this country in the guise of sanyasis, in the robe of sanyasis, in the dress of sanyasis, with full authority and with all emphasis at my command I can say, are, a great number of them, criminals also. Therefore, our children should be saved from going into their hands. After all we have got legislative provisions to prevent cruelty to animals. We have got legislative provision for stopping our girls from falling into evil hands and going and living in brothels. If we can have legislative provisions for all these things, I fail to understand why we cannot have a legislative provision by which we can stop our children from falling into the hands of criminals, anti-social elements and from developing into parasites and drones instead of becoming good citizens.

With these words, Sir, I support the Bill.

श्री नवल प्रभाकर (बाह्य दिल्ली-रक्षित-अनुसूचित जातियाँ) : उपाध्यक्ष महोदय,—

उपाध्यक्ष महोदय : पांच मिनट में आप खत्म कर दें, फिर पांच मिनट के लिये मुपाकर साहब बोलें और उसके बाद मिनिस्टर स हब बोलेंगे ।

श्री नवल प्रभाकर : मैं पांच मिनट में खत्म कर दूंगा ।

जो विधेयक प्रस्तुत किया गया है मैं इसका स्वागत करता हूँ । यह ठीक है कि जहाँ धम्माई होती है, उसकी धाड़ में बुराई भी होती है ।

17.28 hrs.

[SHRI BARMAN in the Chair]

संन्यासी और माधु जो धम्माई हैं, उनको हम नमन करते हैं । लेकिन ऐसा भी देखा गया है कि चोर और डाकू भी इस भेष में फिरते हैं ।

जहाँ तक इस विधेयक का सम्बन्ध है इसमें जो बय रखा गई है, उसमें मैं काफी प्रभावित हुआ हूँ । मैंने प्रक्सर देखा है कि जो छोटी उम्र के बालक होते हैं, जिनको दीक्षित किया जाता है, वे एक प्रकार से परिपक्व नहीं होते हैं, उनके विचार परिपक्व नहीं होते हैं, उनमें मोचने और समझने की तथा सही निर्णय करने की शक्ति नहीं होती है । ऐसी अवस्था में यदि उनको दीक्षित किया जाय तो ठीक नहीं होगा । मैं समझता हूँ कि जो साधु आध्यात्मिक कारणों से दुनिया को त्यागते हैं, उनका आदर होना चाहिये और उनको हमें नमन भी करना चाहिये । उनकी पूजा भी हो तो कोई आपत्ति की बात नहीं है । किन्तु जब हम देखते हैं कि जो गांजेड़ी होते हैं, भांगेड़ी होते हैं और जो माधुओं के भेष में फिरते हैं और बच्चों को चने बनाते फिरते हैं उनकी स्वभावतः एक ही इच्छा होती है कि अपने बेलों से चिल्ल भरवायें, टांगें दबवायें, इसके प्रतिरिक्त और कोई ध्येय नहीं होता है । ऐसी अवस्था में यदि हम तरह की चीजों पर प्रतिबन्ध लगाने के लिये कोई विधेयक लाया जावे और सरकार की ओर से इस तरह का कोई प्रतिक्रम लगा दिया जावे तो वास्तव में इस देश के लिये यह एक शुभ कार्य होगा ।

आप देखिये कि १८ वर्ष की आयु का जो बालक होता है, वह निरीह होता है। इस अवस्था में वह मैट्रिकुलेशन या अधिक से अधिक इंटरमिडिएट या हायर सेकेंड्री तक ही पढ़ पाता है। आप देखें कि एक मैट्रिक पास बच्चा कितना कुछ कर सकता है, कितनी उसमें समझ रहती है? मैं तो समझता हूँ कि एक प्रेजेंट भी बिल्कुल निरीह होता है। ऐसी अवस्था में अगर १८ वर्ष तक के बच्चे को दीक्षित किया जाता है और वह एक साधु के पीछे लग जाता है और भीष्म मागना शुरू कर देता है तो यह समाज की ही हानि है। अगर कोई उसे अध्यात्मवाद वगैरह का लालच दे और उसके बाद इस तरह के काम करवाये जो कि समाज के लिये हानिकारक है, तो वह बहुत खराब है। मैंने देखा है कि जो दीक्षित किया जाता है, उसको दीक्षित करने वाले की जो विचारधारा होती है वह भी अच्छी नहीं होती है। वह सिर्फ एक चेला समुदाय बनाने की इच्छा रखता है। एक पुरानी कहावत चली आती है। एक महाराज का नाक कट गया तो उन्होंने कहना शुरू कर दिया कि मुझे भगवान नजर आते हैं। ठीक उसी परम्परा के अनुसार साधु सन्यासियों के जो चेले होते हैं, अधिकांश में उनमें वही होते हैं। आप देखें कि हमारे यहाँ जो बड़े बड़े मेले होते हैं, कुम्भ आदि मेले भरते हैं, वहाँ पर साधुओं की क्या हालत होती है। कोई गल्ल मल कर बैठा होता है, कोई जटाये बढ़ाये बैठा होता है और यदि उनमें कोई पूछे कि मानवता क्या है, इन्सानियत क्या है, तो इस मामले को वे कुछ जानते नहीं हैं। अगर उनसे पूछा जाये कि गाजे में कितना नशा है, भाग में कितना नशा है और क्या इनसे होता है, तो वे सब बातें बता देंगे।

शर्मा जी मैं बीछों और जेलियों के बारे में कहा कि उनमें भी बालक दीक्षित किये जाते हैं। इनके बारे में मुझे अधिक जानकारी नहीं है। किन्तु मैं इतना कह सकता

हूँ कि अगर १८ वर्ष से कम उम्र के बच्चे को दीक्षित किया जाये तो वह कुछ उचित बात नहीं है। इस उम्र के बाद यदि उनके विचार ऐसे हों, तब कोई आपत्ति की बात नहीं है। अगर वह चाहता है कि वह ब्रह्मचर्य से रहे, तो वह ऐसा कर सकता है। यदि वह चाहता है कि वह देश का कल्याण अध्यात्मवाद के द्वारा करे तो उसे इसकी छूट होनी चाहिये। उस समय वह चाहे कि लोगों को यह बताये कि भगवान क्या है, आत्मा क्या है, तो वह ऐसा भी कर सकता है। ऐसा करने के लिये उसके लिये दरवाजे बन्द नहीं हैं। २५ वर्ष तक वह ब्रह्मचर्य आश्रम में रह सकता है, इस अवस्था को पूरी करके वह गृहस्थ आश्रम में प्रवेश कर सकता है और उसके बाद गणप्रस्त ग्रहण कर सकता है। उसके बाद अगर ससार को छोड़ करके वह अध्यात्मवाद की ओर जाना चाहे तो वह उधर भी जा सकता है, उसे कोई रोक नहीं सकता है।

इस वास्ते शर्मा जी ने जिस विषयक को यहाँ रखा है, उसका मैं स्वागत करता हूँ और मैं समझता हूँ कि शर्मा जी अपने विषयक पर डटे रहेंगे और मैदान छोड़ कर चले नहीं जायेंगे।

Mr. Chairman: Shri Supakar.

Shri M. C. Jain (Kaithal): Sir, I want to speak for three or four minutes

Mr. Chairman: There is no time.

Shri M. C. Jain: Some reference has been made to Jains, and I may be allowed to clear their position regarding this Bill.

Shri Supakar: I will speak for the Jains Sir, I have great respect for Shri D. C. Sharma but I believe that this Bill seeks to escape from the social responsibility that devolves on all of us, namely, of seeing that our children are not misused for questionable purposes. A law must be of universal application and if we cannot say that it covers all cases then we

[Shri Supakar]

cannot say that it is a good piece of legislation. It has been pointed out by Shri Achar that there are certain sections in India where the *sanyas diksha* from childhood is practically compulsory and that it is used for very good purposes. Though Shri D. C. Sharma argued for a very long time in justification of the Bill, he did not say how and why taking *sanyas diksha* *prima facie* is a criminal action. He only said that using children after *sanyas diksha* for begging and for some other unlawful purposes is bad. He never justified why simply because a man becomes a *sanyasi*, whether by his own will or by the persuasion of his parents or his spiritual preceptor, it is something bad or something criminal, and therefore the person who persuaded him to take recourse to *diksha* should be penalised. It is true that it is our social responsibility to see that young children are not used as beggars in the guise of *sanyasis*, but this is not the way to prevent that. It is our duty to establish missions like the Ramakrishna Mission and the hundred and one missions that come from foreign countries and try to convert our small young children. We should have our own mission in the country established by people who can afford to spend their money, life and energy to see that these things are checked, that orphan children are taken care of and to take other steps to see that we do not misuse the young children.

But when a person voluntarily takes to *diksha* for purposes like those of the Ramakrishna Mission and other *acharyas*, as pointed out by Shri Achar, I do not think there is any reason why any objection should be taken to that.

The next question is whether any objection should be taken to *sanyas* is begging. I know one very learned scholar from the Oxford University,—who, after having a very brilliant scholastic career has been converted into a Buddhist, I think he could have been, a very rich man if

he had taken to any other profession; he could have maintained himself otherwise also, but because he is a Buddhist, he takes to begging every day, I believe, in the city of Darjeeling. There are people like him, who under religious injunction, have to take to begging, as in Buddhism and other religions. So, I believe Prof. Sharma will think again and will not make a general statement that because a man is converted into a *sanyasi*, his guardian or whoever persuaded him to do so, must be penalised.

श्री मु० चं० जैन : सभापति महोदय, मैं कोई बात बत नहीं लेना चाहता था न बोलना चाहता था, लेकिन चूंकि जैनियों का हवाला दिया गया, इसलिये बात तोर पर कुछ कहना चाहता हूं। इस हाउस में बार या पांच, या सायद इससे भी ज्यादा जैनी बैठते हैं। सेठ अचल सिंह हैं, श्री जिनाचन्द्रन हैं

एक माननीय सदस्य : श्री अजित प्रसाद जैन हैं।

श्री मु० चं० जैन : हां, वह मिनिस्टर हैं। तो अगर कोई बात इसमें जैन धर्म के खिलाफ होती तो हम में से किसी को तो जैनी लोग अग्रोच करते कि इस बिल की मुत्सालिफत की जाये। मैं कहना चाहता हूं कि किसी ने भी इस बात के लिये हमें अग्रोच नहीं किया कि इस बिल की मुत्सालिफत की जाये। वैसे मुझे बहुत से जैन साधुओं को देखने का मौका मिला है, लेकिन मैंने अपनी उम्र में कोई भी १६ या १५ बरस का बालक साधु नहीं देखा। अगर साउथ इंडिया में कोई ऐसा साधु हो तो वह मेरी दृष्टि में नहीं आया है। तो मैं कहूंगा कि यह बड़ी ही सुसी की बात है कि इस बिल से छोटी उम्र में जैन साधुओं का होना बन्द हो जायेगा। मैं इसका स्वागत करता हूं और सारा जैन समाज इसका स्वागत करेगा।

मैं इस मामले में सिर्फ दो मिनट लूंगा। मेरे दोस्त श्री बाजपेयी ने कहा है कि वह पुनर्जन्म को मानते हैं। हो सकता है कि किसी का संस्कार ऐसा हो कि बालक भवस्था में ही संसार से नाता तोड़ कर भगवान से नाता जोड़ना चाहे तो यह बिल उसमें क्यों रुकावट डाले। ठीक है, पुनर्जन्म को हम मानते हैं लेकिन क्या उनका पुनर्जन्म ऐसा है कि जिसमें १५ वर्ष से पूर्व साधु होने की विरति तो है। परन्तु १८ वर्ष का होते ही उम्र की विरति गायब हो जायेगी? मैं केवल यह कहना चाहता हूँ जिसकी टैंडेंसी १५ या १६ बरस की आयु में साधु बनने की है, जिसका उस तरफ रुझान है, तो क्या ज्योंही वह १८ वर्ष का हो जायेगा, क्या उसका वह रुझान खत्म हो जायेगा? इस दलील को मैं नहीं मानता।

इसी तरह मैं हमारे माथी आचार साहब कहते हैं कि ऐसा लड़का मर्यादा तो बेशक ले लेगा, लेकिन जैसे ही वह १८ वर्ष का हो जायेगा, वह फिर उमर में वापस आ सकता है। अगर ऐसा हो तो इसके मुकाबले में इसे ज्यादा अच्छा समझना कि जैसा हमारे शर्मा जी चाहते हैं कि जब वह १८ वर्ष का हो जाय तब वह जो चाहे करे। १८ वर्ष के बाद जब वह मैथ्योर एज का हो जाय तब वह सब कुछ सोच विचार कर सन्यास धारण कर सकता है।

इसलिये किसी भी पहलू से देखा जाय, मैं इस बिल की हिमायत करता हूँ और शर्मा साहब को बधाई देता हूँ कि वह यह बिल ले आये हैं। साथ ही साथ यह भी कहना चाहता हूँ कि अगर हमारे मिनिस्टर साहब इसको बिछड़ा करने का मस्तिष्क उठावें हैं तो वे इस मस्तिष्क को ब मानें, उनका यह जो सोचल चुनकर का बिल है उसकी हमारा हार्दिक धन्यवाद है।

The Minister of Education (Dr. K. L. Shrimall): This Bill was introduced in this House by Shri D. C. Sharma on the 6th September 1957. When this Bill was examined by the Ministry I requested Mr. Sharma to give me some time so that we might make a survey of the whole problem in the country—to what extent this problem exists and to what extent a social legislation like this would solve the problem. He was good enough to give me an opportunity and the consideration of the Bill was postponed. I would like to place the facts before him, and I am quite sure that Professor Sharma who is a very reasonable person

Shri Braj Raj Singh (Firozabad): And he would withdraw it.

Dr. K. L. Shrimall:.. and he will withdraw it.

It is the duty of the State to protect children against any kind of coercion, whether it is religious or social. If children are initiated into a certain sect at an early stage when they do not understand the meaning of religion and the principles of religion, I think it is wrong and nobody can support that practice. And I am glad that Professor Sharma has focussed our attention to that principle that children when they are minors, when they do not understand the basic principles of religion, should not be initiated into a certain sect so that they cannot go out of it later on.

I am in general agreement with that principle. But we should see where, and to what extent, this problem exists in the country. Of course, whenever we want a legislation we must find out whether such a problem does exist. An isolated case here or there would not warrant a legislation like this. If the problem were widespread and if it were a common phenomenon in the country we should certainly consider this matter very seriously.

So, we drew up a fairly exhaustive questionnaire with the object of ascertaining the nature and the extent,

[Dr. K. L. Shrimali]

of this problem, and we sent this questionnaire to all State Governments and also certain voluntary organisations. We also wrote to the Universities if they had ever studied this problem. We have received replies from all the State Governments except the Government of the State from which the hon. Member comes, Punjab. That State Government have written to us that they are still studying the problem. The Governments of West Bengal, Madras, Andhra Pradesh, Assam, Bihar, Kerala, Madhya Pradesh, Orissa, Himachal Pradesh, Andaman and Nicobar and Laccadive and Minicoy islands have written to us that either the problem is non-existent or is not serious at all and they are not in favour of this legislation.

In Bombay sometime back a private Member had introduced a legislation of a similar nature. It is called, "The Restraint of Sanyas Diksha of a Child". It is more or less on the same lines on which Professor Sharma has introduced the legislation here. The State Government collected opinions from various religious communities and prominent social workers. Fortunately, that material was made available to us and we have made a study of it. The study shows that barring certain minority communities living in very restricted areas the problem does not exist.

My hon friend, Shri Harish Chandra Mathur, tells us that this was really a problem for Rajasthan. In the erstwhile State of Banswara, which is now a part of Rajasthan, there was an Act like this in existence. We made an enquiry whether any case was tried under this Act. The Rajasthan Government has stated that not a single case has been tried so far.

Shri Harish Chandra Mathur (Pali): That has a restraining influence.

Dr. K. L. Shrimali: This, to my mind, shows that the problem is non-existent.

The U.P. Government are in favour of passing this legislation, but they have not given us any data or any facts as to why they would like this legislation to be introduced. We have received....

Shri Harish Chandra Mathur: While the hon. Minister is dealing with it, may I know whether during the last five years there have been such dikshas in Rajasthan or not? Will he tell us if he has collected any data?

Dr. K. L. Shrimali: The Rajasthan Government has not been able to give us facts and if in that particular State, where this law existed, there had been a case surely it would have been tried.

Shri Harish Chandra Mathur: Banswara was a small State.

Dr. K. L. Shrimali: We have also written.

श्री एच चंद्र मथुराजी महोदय, मैं आपकी आज्ञा से मंत्री महोदय से यह प्रश्न पूछना चाहता हूँ कि इस देश के अन्दर १८ साल से कम कितने माधु और मन्थानी हैं ?

Dr. K. L. Shrimali: I have no statistics, but I think the number must be very small. We tried to collect the statistics but they are not available.

We also wrote to various social organisations and the general opinion was that in a matter like this, which is a socio-religious matter, it would be much better to educate public opinion rather than to pass a legislation. In all these matters which deal with religious or socio-religious matters, I think our approach should be to educate the public so that these social evils or wrong practices which might have crept into religious organisations might be got rid of. Of course, I do not say that there would not be a single case like this. It is

possible that there may be an isolated case here and there where a minor is initiated into a certain religious sect or some kind of coercion is put on him. But after having considered this whole problem and making a proper survey of it and also having consulted the State Governments, I have come to the conclusion that in this matter it would be much better to leave it to the Food Sena of the people and to educate public opinion rather than to enact legislation. If the problem were widespread I would certainly have said that we should introduce legislation. But the information which has come to us clearly indicates that the problem is not widespread. There may be here and there isolated cases and through public opinion we should certainly be able to stop that kind of practice. In view of this, I do hope that Shri D. C. Sharma would withdraw this Bill.

As I have said, the principle which he has enunciated is a sound one. I am in full agreement with him that it is wrong to coerce a child to adopt any particular sect or religion at an early age, when he is not fully mature, when he cannot discriminate between good and bad, between right and wrong. I am in full agreement with him. When the problem is not serious, when it is not so widespread and almost non-existent, I do not think there is any need for a legislation like this which would unnecessarily arouse controversies. I would, therefore, request Shri D. C. Sharma to withdraw this Bill.

Shri D. C. Sharma: I am in the hands of the House.

Shri Harish Chandra Mathur: I would like to say a few words.

An Hon. Member: At this stage?

Shri Harish Chandra Mathur: What is wrong there? I will take only two or three minutes.

Mr. Chairman, I thought when the hon. Minister said that he had been given a year's time to collect figures from the State Governments, we did expect that he would give us some information as to the number of such dikshas, to which this Bill would apply, that had taken place in the States.

Dr. K. L. Shrimall: I have answered that the State Governments have not been able to give that information. We have to collect the information from the State Governments. They say that the problem was more or less non-existent.

Mr. Chairman: Any more questions you may ask. Otherwise for making a speech, there is no time now.

Shri Harish Chandra Mathur: In our Rules of Procedure . . .

Mr. Chairman: Order, order; apart from the Rules of Procedure, it is the general practice that the Minister has the last reply. After that, the Mover has the right of reply. After the Minister has replied, if Members go on speaking and putting forth problems, the Minister must have another opportunity to reply. Therefore, it is only allowed that Members may ask one or two questions if they have any in their minds. In that way, I think he can ask one or two questions. As regards figures, he has said that he has not been able to get any figures from Rajasthan Government. If there is any question to be asked, he may ask. I cannot allow any more speech. There is no time.

Shri Harish Chandra Mathur: I would ask only one question. How does the hon. Minister think that it is correct to equate Rajasthan with one of the very insignificant districts, that is, Banswara in Rajasthan?

Dr. K. L. Shrimall: I was only giving an example that that Act had been in existence in one of the places in Rajasthan, and in spite of that, so

[Dr. K. L. Shrimali]

far, not a single case had been tried, which means that the problem is not widespread. If the problem were widespread and if cases were more frequent, one or two cases should have come to our notice. Not a single case has been tried on that count. I was trying to say that the problem is more or less non-existent and that it is not so widespread as to require legislation for this purpose.

Shri D. C. Sharma: Mr. Chairman, I am very much disappointed at the speech that the hon. Minister of Education has made.

Shri Braj Raj Singh: You did not anticipate?

Shri D. C. Sharma: He thinks only those problems should be tackled whose extent has become so great. I do not think so. I think you are asking people not to take opium. How many persons are there in Delhi who take opium? Very few. And yet, you are going to have legislation.

Shri Braj Raj Singh: Let us know whether the hon. Member is withdrawing or not.

Shri D. C. Sharma: prohibiting people from taking opium. Therefore, I think it is not the extent of a problem that matters. It is the nature of the problem that matters. So, taking my stand on the nature of the problem, I say that the Education Minister should have been more sympathetic towards what I have said. He says that there was some legislation somewhere and no cases were tried. How many offences against untouchability are being tried? Can we deny that there is no untouchability in this country? That is not the criterion. It has been said that we should educate public opinion. I do not know why we are here if we are only to educate public opinion. If we are to educate public opinion, we should close the doors of the Lok

Sabha and go out and give lectures and sermons. That is not the point. So, all the arguments that have been put forward by the hon. Minister have not carried us any further than where we were before.

There is one point which was made by my hon. friend, Shri Vajpayee. He made an observation that this was against the Constitution. I would ask him to see List III, the Concurrent List, and Entry 5 under that List. It is said there that we can undertake legislation which has reference to infants and minors. So, we are perfectly justified in undertaking legislation of that kind.

My hon. friend, Shri Achar, made some points about *Balbrahmachari*. I would say, in this connection, Sir, that the whole conception of our temples is undergoing a change. Our whole conception of mutts is undergoing a change. There used to be *devadasis* in mutts. Where are they now? We used to say that no untouchable can enter a temple. What have we done to that? Our whole conception has undergone a change. I would say that our conception with regard to these children who are forced into initiation should also change.

An hon. Member: What is the last sentence? Is he going to withdraw the Bill?

Shri D. C. Sharma: I would therefore say that the hon. Minister should tell me that he is going to do something with regard to this problem. He told me that he was going to do something.

An hon. Member: He will not say it.

Shri D. C. Sharma: I would request him to study this problem further and come up before the House with some kind of legislation on the

subject I hope he will give me that kind of assurance.

Mr. Chairman: The hon. Minister has already spoken. Now, I will put the Motion to the vote of the House.

The question is:

"That the Bill to provide for the restraint on sanyas diksha of a child be taken into consideration."

The Motion was negatived.

Now, the next Bill is in the name of Shri Kaswara Iyer. He is not here. Shri Raghunath Singh.

17.59 hrs.

ARBITRATION (AMENDMENT)
BILL

Amendment of sections 2 and 39 and insertion of new Chapter IV A

Shri Raghunath Singh: I beg to move:

"That the Bill further to amend the Arbitration Act, 1940, be taken into consideration."

Mr Chairman: The House will now stand adjourned till Eleven of the clock tomorrow.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Saturday, the 4th April, 1959/Chaitra, 14, 1881 (Saka).

[Friday, April 3, 1959/Chaitra 13, 1881 (Saka)]

ORAL ANSWERS TO QUESTIONS

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18.	Central Wage Board of cotton textile industry .	9532-34

WRITTEN ANSWERS TO QUESTIONS.

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2700.	Industrial Tribunal, Dhanbad .	9549
2701.	Lockout in Jamehary Colliery .	9550-51
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2707.	Tea Trade .	9554

	COLUMNS		COLUMNS
STATEMENT BY PRIME MINISTER	9559—61	PRIVATE MEMBER'S BILL WITHDRAWN	9673—95
The Prime Minister (Shri Jawaharlal Nehru) made a statement regarding crossing of the border and arrival in Indian territory on the 31st March, 1959 of the Dalai Lama of Tibet and his entourage.		Further discussion on the motion to consider the Indian Railways (Amendment) Bill (<i>Insertion of new section 99A and amendment of sections 113, 114 and First Schedule</i>) by Shri Jhulan Sinha concluded. The Bill was withdrawn by leave of Lok Sabha	
PAPER LAID ON THE TABLE	9561	PRIVATE MEMBER'S BILL NEGATIVED	9695—9737
A copy of Notification No 20 dated the 28th March, 1959, making certain amendment to the Reserve Bank of India (Note Refund) Rules, 1935 was laid on the Table under Section 28 of the Reserve Bank of India Act, 1934		Shri D C Sharma moved that the Child Sanyas Diksha Restraint Bill be taken into consideration. The motion was negatived	
DEMANDS FOR GRANTS	9561—9671	PRIVATE MEMBER'S BILL UNDER CONSIDERATION	9738
Further discussion on Demands for Grants in respect of the Ministry of Transport and Communications continued. The discussion was not concluded		Shri Raghunath Singh moved that the Arbitration (Amendment) Bill be taken into consideration. The discussion was not concluded	
REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS ADOPTED	9671—72	AGENDA FOR SATURDAY, APRIL 4, 1959/CHAITRA 14, 1881 (SAKA)—	
Fortieth Report was adopted		Further discussion on Demands for Grants in respect of the Ministry of Transport and Communications and also discussion on Demands for Grants in respect of Labour and Employment	
PRIVATE MEMBER'S BILL INTRODUCED	9672		
The Port Haj Committee's (Amendment) Bill, 1959, (Amendment of sections 1 and 6 and substitution of sections 3 and 4) by Shri A K Gopalan			